



Upcoming Events

Car Show and Lunch

Benefit for Feed NM Kids

Saturday, March 21, 8:30 AM

Philip and Sons Mechanical

Address: 4101 4th St NW Albuquerque NM



Items Needed: Single Serve package versions of Beef Jerky, Fruit and Pudding Cups, Granola Bars, Single Serve Ravioli, Trail Mix, or Soups with pull tops, Ramen Noodles, Peanuts, Mac & Cheese, Vienna Sausage, Tuna Packs

- Entry Fee: \$ 30. suggested donation (see list)
- Bring non-perishable food donations
- Get Donuts and Coffee
- BBQ lunch, Car Show and Raffle
- This is not a Pajarito event

Schedule:

8:30 AM meet at Calvary Church NE at 4001 Osuna NE to drop off food donations

11:00 AM cruise to Philip and Sons 4101 4th St NW

Noon – 3 PM Lunch served (Chili dogs and Frito Pie) and Raffle



Park 'N the Park Car Show

20th Annual

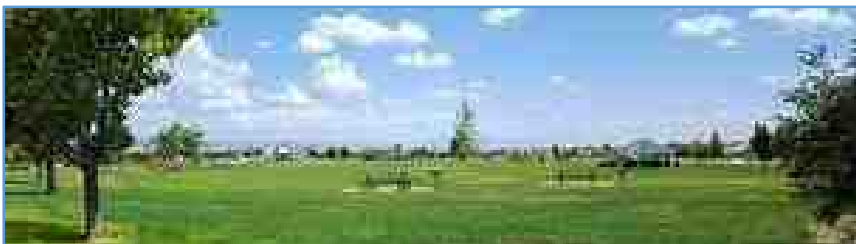
Saturday, April 25, 8:30 AM

Time: 10 AM to 4 PM (Gates open 7 AM)

Fee: \$20.00

Address: Cabezon Park 2305 Cabezon Blvd. SE Rio Rancho
Food Trucks, Vendors, Music, Door Prizes

Info: Call 892-4499



**20th Annual
PARK 'N THE PARK
Car Show**
Open to Vehicles of 20 years and older
Saturday April 25, 2020
Gates open at 7:00am - Show 10:00 am to 4:00 pm
Free Admission to the public - Car Participants Entry Fee \$30.00

Cabezon Park
20TH
Fun! Fun! Fun!

RR Rancho
Full Service & Community Services

STEVE'S
Cruisin' with the Bulls

For More Information Visit www.rrranchos.com or
Call Cabezon Community Center at (505) 892-4499
or City Hall (505) 891-5015

Upcoming Events

Bear Canyon Car Show May 22

The Bear Canyon show will be held on Friday, May 22, 2020.. This will be the 4th year for the show and all of the Bear Canyon folks can hardly wait to see our cars again... Free feed and lots of fun stuff as usual... Please call Bill Verant at 217-5293 or email at wverant@live.com to reserve your spot for the show..

Location: Bear Canyon Senior Center, 4645 Pitt NE Albuquerque, NM 87111

Time: Set up 8:30 to 10 AM, Show runs 10 AM to 1:30 PM

Coordinator: Bill Verant



The WHEELS Museum 2nd Annual Auto Parts Swap Meet and Car Show Extravaganza: May 3

Date: Sunday, May 3

Location: Balloon Fiesta Park 4401 Alameda Ave, NE

Time: 8 am to 3 pm

General Admission: \$ 5

Featuring: Food Trucks, DJ and Music

Info: Contact Jim Glover (jimglover34chevy@gmail.com) (505) 239-4543

This is not a Pajarito sponsored event.



Show Off Your Car - \$ 20

12 division car show with Trophies and Prizes awarded

Set up time: 8 am

Show time 9 am to 2 pm

Raffle: Grand Prize - One week timeshare in Sedona, Arizona, other prizes include Jewelry, Art, Restaurant Meals, Automobile Items

Raffle Cost: \$ 20 for 5 tickets. \$ 5 for one ticket. Must be present to win. Drawing throughout the day. Grand prize awarded at 2:30 pm



Old Age Learning:

The easiest way to find something lost around the house is to buy a replacement.

Did you ever notice: The Roman Numerals for forty (40) are XL.

The sole purpose of a child's middle name is so he can tell when he's really in trouble.

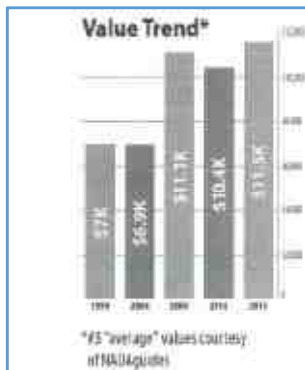
Did you ever notice that when you put the 2 words "The" and "IRS" together it spells "Theirs?"

Some people try to turn back their "odometers." Not me. I want people to know why I look this way. I've traveled a long way and a lot of the roads were not paved.

You know you are getting old when everything either dries up or leaks.
Ah! Being young is beautiful, hope being old is comfortable.

Lord, keep your arm around my shoulder and your hand over my mouth.

Lincoln's post-war 1949-'51 Cosmopolitans are a Solid Buy Today



In the years after World War II, Lincoln's much-admired Continental seemed part of a bygone era, its 1930s-formal style having perhaps grown stodgy, its V-12 glamour a bit faded. The Ford Motor Company had something completely new in store for 1949, when its top-of-the-line Lincoln Cosmopolitan looked like a low, wide, sleek projectile designed to rocket the brand into the next decade. In their day, these modernist Lincolns sold well, despite lacking the punch of archrival Cadillac's OHV V-8; today, surviving examples offer a blend of cruising comfort and unique style, and give buyers more than they pay for.

The full-size, 125-inch-wheelbase Cosmopolitan shared its 152-hp, 336.7-cu.in. flathead V-8, new independent front suspension, and unique tunneled headlamp look with the smaller Mercury-derived, 121-inch wheelbase Lincoln, but the premium car was set apart with fully integrated fenders front and rear, and a one-piece windshield.

It was initially available in two four-door body styles—the fastback Town Sedan and notchback Sport Sedan, which shared a \$3,238 MSRP that's roughly equivalent to \$35,015 today—as well as a \$3,185 two-door coupe and \$3,948 convertible. The sedans followed luxury car tradition with their rear-opening back doors that, after a decade's hiatus, would again become a distinguishing feature on the iconic 1961 Continental. Total Cosmopolitan production for this extended model year was 23,123 units. When the 1950 models debuted, the Town Sedan was no longer available, leaving the \$3,240 Sport Sedan (around \$34,600) as the sole four-door variant; 8,341 of those were built. Surprisingly, the lightly face lifted 1951 Town Sedan was still cheaper at \$3,182 (\$31,495), which helped sales to the tune of 12,229 units.

Typical of most classic cars, the low-volume two-door variants—particularly the convertible—are the most valuable today, leaving the big four-doors as best-buys. David Gustafson, editor of the Northstar Region of the Lincoln and Continental Owners Club's Northstar News and owner of a 1951 Cosmopolitan Sport Sedan, explains why these cars have flown under collectors' radar for decades. "Lincoln has historically been the automobile for 'Those who take the road less travelled.' And buyers are few and far between for expensive Lincolns. The slab-sided 1961 through 1967 cars are doing fairly well, some of the prewar Continental convertibles will also bring good money, and the [1956-'57] Mark IIs do sell well. But the 1949-'51 cars have never been that popular in the market."

Major value guides bear out this expert's observation. Hagerty currently gives this generation of Cosmopolitan sedans a #4 to #1 condition price range of \$7,100 to \$29,300, with #3 "good" pegged at \$11,100; compare this to an equivalent Cadillac Series 62 sedan, which ranges between \$9,100 and \$37,400. NADA guides basically corroborates Hagerty's average value for the four-door Cosmopolitan, but is more expansive in its low and high ranges, suggesting retail figures between \$5,275 and \$35,400 for 1949 models, and \$6,000 to \$40,700 for 1950-'51 Sport Sedans.

"Prices are going up very, very slowly," David notes. "They are not a bad car for collectors with a limited budget, as the entry price is not too high, and mechanical parts are readily available; they are also fairly easy to work on. And they are just quirky enough looking to make an interesting statement when you are out driving one."



Tech Tips

Avoiding Leaky Windshields: Bedding & Glazing Compound?

Bedding & Glazing Compound is a sealer designed specifically for creating a watertight seal between the windshield rubber gasket and auto body. One recommended brand is 3M Bedding & Glazing Compound part number 08509. This is a rubber-based formula that never hardens so it remains flexible. That makes it the perfect solution for sealing glass and acting as a buffer for the window on a vehicle that's always shifting and vibrating.

Further, this material has non-sagging properties making it great for vertical and overhead applications. It's a one-part sealer so there's no mixing required. Comes in a caulking tube for easy application. Supposedly won't harden or crack EVER?!

Side Note: Urethane Adhesive should NEVER be used in place of Bedding & Glazing Compound. Urethane Adhesive will bond windshield, gasket and body together and you'll have problems replacing the windshield if you need to later on. Urethane Adhesive might look similar but is a much different product and we only recommend using it in place of butyl tape when gluing in your windshield.



How do you use Bedding & Glazing Compound for repairing a leak?

Locate the area of the leak. Apply Bedding & Glazing Compound to the area making sure to squirt it into any gaps or open areas. Again, always apply it from the outside of the vehicle. Clean up and wait at least 24 hours then test it to see if it leaks again.

Thanks for Steel Rubber Products Inc

Careful with the Rubber Parts:

If there's any single most important piece of advice we can give in any restoration project it's **KEEP ALL OF YOUR ORIGINALS!**

DO NOT throw them away until you know that there are new parts available and that they fit correctly. Compare your new parts to the old ones to see if they look the same and do a test fit. If you can't find a replacement or the replacement doesn't fit you can try to reuse the original. Old parts are better than no parts until you can find a suitable replacement. Tag them, bag them and leave them in a box somewhere until you know you don't need them anymore.



Safety Tip

Jacked Up : Drive-on ramps work for oil changes and other more routine tasks, but stepping up to a jack and jack stands takes things to the next level for suspension or brake work. Crawling under a car or truck supported by a creaky old jack can kill you. A stout set of jack stands can help stop a pre-apocalyptic Max Rockatansky from lowering the car onto your chest. Always check to see if the vehicle is securely supported with a good lateral shake test before crawling under and spelunking for gear oil.



First car built entirely in the U.S. using Common Core math techniques!



Ben J. Smith ~ Father Of The Retractable Car Top

Ben Smith was born October 17, 1922, in Oklahoma and grew up in Detroit Michigan. Although named after his father, Benjamin Harrison Smith, his birth certificate was issued as Ben Jr. Smith. "I've had to prove more than once that the Jr. is in the middle rather than at the end and that it is just plain 'Ben' rather than 'Benjamin'" he says.

"My maternal grandfather was on, what you might say, foreign assignment in the Indian Territory of Oklahoma before statehood, in charge of the strip-mining operation for a Pennsylvania coal company. He was a direct descendant of the Benjamin Franklin family. My maternal grandmother was a Cody, from the "Buffalo Bill" Cody family, and a second or third cousin of Annie Oakley. I remember my mother telling me of a French General and an Indian princess from the Seneca tribe somewhere in our lineage."

Ben held his first job at age 12 in a drug store and later worked in a grocery store while in high school as a Senior. The job was only for the summer, but at 17 he was promoted to manager, going to school in the mornings and working there in the afternoon and evenings. In April, 1941, he married his first girlfriend, Flossie K. Callaghan. He was 18 and she was 17.

After their marriage, he worked in a bank for awhile and then was hired by Ford Motor Company. For two years, he worked as aircraft parts inspector, wood pattern maker, and tool and die maker apprentice. He also attended the Henry Ford Engineering School (later to be known as Henry Ford Community College). He was the very first graduate of the school. In 1943, he was transferred to die design for the B-24 bombers that Ford was making and soon became leadoff draftsman of the group.

In October, 1944, he entered the Navy, but after 17 months and only four days at sea, he was back at Ford. He was given the job as chassis draftsman in a new light car research program. His first job was to design the brake and clutch systems for a small car. So he did it in a simple way, "the only way that I knew." He hung it from the firewall. His boss didn't like the idea, but finally allowed him to build a small mock-up model. The car was built with the hanging pedals, and, today, every car in the industry has hanging pedals. If you don't like the hanging pedals, you can blame him!

After a brief stint as senior project chassis manager at Nash, working on the first Nash Rambler in May, 1949, he went to Fisher Body as a body engineer. One of the projects he was assigned was a complete wrap-around windshield with the accompanying knee-knocker dog-leg in the door area, which was also designed into the '57 Ford. (And the Squarebird, as we all know from the bruises we get on our knees from that dog-leg! Now you know who to blame for that, also!)

Ben was transferred to the hardtop and convertible section at Fisher Body and in April, 1951, at 29, he became the youngest supervisor that Fisher Body engineering ever had. From there, he moved back to Ford to work on the retractable hardtop starting with ythe Continental Mark II. During this time frame, he had asked Roy Butler's group to make a retractable study for the Lincoln. The clamshell type was proposed but not accepted because of the problems being experienced by engineering for the Ford retractable. After the retractable program, he was involved in many projects, including the re-design of the Falcon for Argentina and a truck for Turkey. On January 1, 1964, he was promoted to Executive Engineer for International Engineering involving a lot of international traveling.



Ben Smith, Ford Engineer



Continental Mark II
prototype with retractable
roof



Model of retractable hardtop mechanism for Continental Mark II. Note the demonstration table and switches

Automotive History

Ben J. Smith ~ (continued)

The next year, William Clay (Bill) Ford asked him to come back to the Design Center and take over a position Ben had previously suggested they create: an engineering arm for the Styling Group, to assist in advanced engineering techniques. While there, the curved side glass and the Mark IV Continental were introduced. During this time he designed and built the 1966 retractable Mustang. This car was one sweetheart of a car. He said he will always regret my inability to get it into production. The market research clearly showed its acceptance as manually operated, but the marketing people thought that accepting anything less than automatic operation would be going backwards. They also "knew" that I could make it power-operated if I were forced to do it. In this case, they read me wrong. I felt strongly that any type of power added to that particular design would eventually be so complicated that it, in fact, would become an engineering abortion. I simply refused to do it! But someday that car will be produced...manually operated. The creation of a major Ford, Mercury and Lincoln body interchangeability was created while there, saving Ford millions.

In 1967, he became the Product Director of Ford of Brazil and was slated to become General Manager, an appointment cut short by his retirement. He also suggested Ford build the Renault car under a Ford name. His peers thought him to be crazy for such an idea, but six months later, Ford was producing the car.

Retractable Production:



Definition: Retractable Hardtop
Non-fixed roofs; Roofs with movable panels, e.g. rotary sunroofs of non-sliding type, i.e. movable or removable roofs or panels, e.g. let-down tops or roofs capable of being easily detached or of assuming a collapsed or inoperative position non-foldable and rigid, e.g. a one-piece hard-top or a single rigid roof panel for covering the passenger compartment of convertible vehicles the roof being movable by a linkage system



Peugot Retractable Hardtop attempt:
1938 Peugeot 402LE



Automotive History

New “Airflow” Marketing Plan

Nothing lasts forever. For more than 80 years, Chrysler executives – through one corporate parent or another – have refrained from resurrecting the Airflow name despite its intrinsic value and the plethora of engineering advancements that the Airflow embodied: unit-body construction, streamlined shape, and better-balanced layout.



Design influenced by streamline trains of the era

Whether it was finally time to unretire the name or whether memories are short these days, FCA (Fiat Chrysler Automobiles Inc) will debut an EV (Electric Vehicle) concept car at CES (Consumer Electronics Show) this year called the Airflow Vision – a concept that doesn't appear nearly as radical (compared with its contemporaries) as the original. It is interesting that the current FCA plan does not address the original Airflow's poor reception, but it cannot be said that Chrysler wasn't trying in the 1930's to build the most advanced production car possible with the Airflow.



Chrysler Airflow: A Unique Car in 1934

The Airflow was the first full-size American production car to use streamlining as a basis for building a sleeker automobile, one less susceptible to air resistance. The Airflow was evidence of a significant effort at a fundamental change in automotive design, but it was ultimately a commercial failure.



Airflow interior with suicide doors

Traditional automobiles of the day were the typical two-box design, with about 65% of the weight over the rear wheels. When loaded with passengers, the weight distribution tended to become further imbalanced, rising to 75% or more over the rear wheels, resulting in unsafe handling characteristics on slippery roads. Spring rates in the rear of traditional vehicles were, therefore, necessarily higher, and passengers were subjected to a harsher ride. Innovative weight distribution on the new Chrysler Airflow stemmed from the need for superior handling dynamics. The engine was moved forward over the front wheels compared with traditional automobiles of the time, and passengers were all moved forward so that rear seat passengers were seated within the wheelbase, rather than on top of the rear axle. The weight distribution had approximately 54% of the weight over the front wheels.

The Original Airflow Marketing Plan

Prior to the Airflow's debut, Chrysler did a publicity stunt in which they reversed the axles and steering gear of a conventional 1933 model, which allowed the car to be driven "backwards" throughout Detroit. The stunt caused a near panic, but the marketing department felt that this would call attention to the poor aerodynamics of current cars, and send a hint that Chrysler was planning something big. The car that emerged was like no other American production car to date.

The car was introduced months (in January, 1934) before it was put in production, and production peaked at only 6,212 units in May 1934 — very late in the year and barely enough to give every dealer a single Chrysler Airflow. The factory had not accounted for significant manufacturing challenges and expense due to the unusual new Airflow design, which required an unprecedented number and variety of welding techniques. The early Airflows arriving at dealerships suffered from significant problems, mostly the result of faulty manufacturing. According to Fred Breer, son of Chrysler Engineer Carl Breer, the first 2,000 to 3,000 Airflows to leave the factory had major defects, including engines breaking loose from their mountings at 80 mph.



Chrysler modified a 1933 DeSoto to drive backwards to demonstrate the claim that cars of the day are more aerodynamic if driven backward.

Women in the Automotive Industry Part 2

This issue covers nine Auto Industry inventions by women over the years. These included brake pads, windshield wipers and non-reflective glass.

Anyone with ideas of a women to be featured is invited to submit. Please send info to Lloydpo@aol.com or text to 505-280-3114 or call me.

Nine Key Auto Industry Inventions by Women

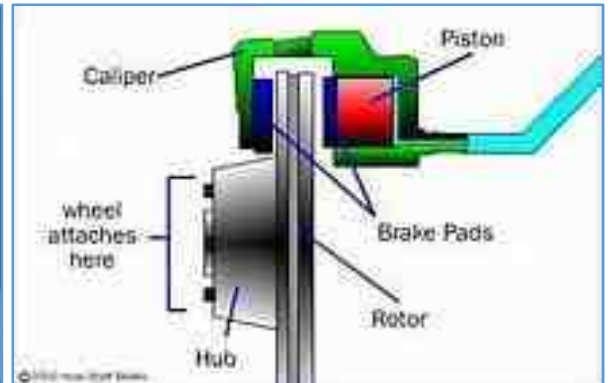
1. Brake Pads

Not only did Bertha Benz (3 May 1849 – 5 May 1944) take the first long-distance road trip in a car, she also invented brake pads. If the name Benz sounds familiar, it's because Bertha's husband Karl Benz invented the first patented automobile, which later led to the creation of the Mercedes automobile and the Mercedes-Benz brand name. Bertha helped promote the car, or "motorwagen" as it was called then, by undertaking a 66-mile journey with her sons to her mother's house. Along the trip, she realized the need for brake pads to help the brakes operate to their full potential.

Bertha was the business partner and wife of automobile inventor Karl Benz. Within the decade, 25 motorwagen vehicles had been built. With cutting-edge bicycle parts, the Model I was the original Patent Motor Car and the world's first automobile.¹ The first Patent Motor Car sold in small production runs was the Model III. It had powered rear wheels with a ringed steel and solid rubber, steerable front wheel. Various options from which to choose were provided for customers, such as seat arrangements and a folding top.

Bertha demonstrated her significant technical capabilities on this journey. With no fuel tank and only a 4.5-litre supply of petrol in the carburetor, she had to find the petroleum solvent needed for the car to run. It was only available at apothecary shops, so she stopped in Wiesloch at the pharmacy to purchase the fuel. She cleaned a blocked fuel line with her hat pin and used her garter as insulation material. A blacksmith had to help her mend a chain at one point. When the wooden brakes began to fail, Benz visited a cobbler to install leather, making the world's first pair of brake pads. An evaporative cooling system was employed to cool the engine, making water supply a big worry along the trip. Bertha added water to their supply every time they stopped. The car's two gears were not enough to surmount uphill inclines and her sons, Eugen and Richard, often had to push the vehicle up steep roads. Bertha reached the destination somewhat after dusk, notifying her husband of her successful journey by telegram. She drove back to Mannheim several days later.

The novel trip received a great deal of publicity, as she had sought. The drive was a key event in the technical development of the automobile. The pioneering couple introduced several improvements after Bertha's experiences. She reported everything that had happened along the way and made important suggestions, such as the introduction of an additional gear for climbing hills and brake linings to improve brake-power. Her trip proved to the burgeoning automotive industry that such excursions were essential to their business.



Nine Key Auto Industry Inventions by Women (continued)

2. Car Heaters

Next time you crank the heat in your car, remember to thank Margaret Wilcox. Margaret was a mechanical engineer who invented the first car heater in 1893. The design used an opening from the engine that released hot air into the cab of a vehicle. It wasn't perfect, and it isn't the same design that we use today. However, she came up with the basic system on which modern car heaters are based.



The first car heater, which directed air from over the engine to warm the chilly toes of aristocratic 19th-century motorists, was invented by [Margaret A. Wilcox in 1893](#).

Wilcox was one of the first female mechanical engineers. She was granted multiple US patents for her inventions. On November 23, 1893, she was granted a patent for the car heater. The car heater consisted of a combustion chamber located under the car, and pipes to transmit hot water. Her system redirected air that was over the engine to the inside of the car to allow passengers to stay warm. Her invention of the car heater became the basic system on modern car heaters used today. Wilcox's other patents include the combined clothes and dishwasher, bake pan, and the heater, which she invented in collaboration with Harry S. Stewart and patented August 8, 1905

3. Windshield Wipers

After taking a trip to New York City and witnessing trolley drivers stopping to get out and clear snow or rain from the windows, Mary Anderson knew there had to be a better way. Her design used a manual lever that operated a wiper from inside the car. Mary Anderson (February 19, 1866–June 27, 1953) was hardly a likely candidate to invent the windshield wiper—especially considering she filed her patent before Henry Ford even started manufacturing cars. Unfortunately, Anderson failed to reap financial benefits from her invention during her lifetime, and as a result she's been relegated to a footnote in history. While riding the street car during a particularly snowy day, Anderson observed the agitated and uncomfortable behavior of the vehicle's cold driver, who had to rely on all sorts of tricks—sticking his head



out of the window, stopping the vehicle to clean the windshield—to see where he was driving. Following the trip, Anderson returned to Alabama and, in response to the problem she witnessed, drew up a practical solution: a design for a windshield blade that would connect itself to the interior of the car, allowing the driver to operate the windshield wiper from inside the vehicle. She filed an application for a patent on June 18, 1903.

For her “window cleaning device for electric cars and other vehicles to remove snow, ice, or sleet from the window,” on November 10, 1903, Anderson was awarded U.S. Patent 743,801. However, Anderson was unable to get anyone to bite on her idea. All the corporations she approached—including a manufacturing firm in Canada—turned her wiper down, out of a perceived lack of demand. Discouraged, Anderson stopped pushing the product, and, after the contracted 17 years, her patent expired in 1920. By this time, the prevalence of automobiles (and, therefore, the demand for windshield wipers) had skyrocketed. But Anderson removed herself from the fold, allowing corporations and other business-people access to her original conception.

4. Turn Signals

Florence Lawrence is best known as “the first movie star.” You probably didn't know that she also created the technology for the first turn signals in vehicles. Her design was for a mechanical signaling arm that indicated the direction you were turning and was operated with a button inside the vehicle. She also made a stop sign that would activate when the brakes were pressed. Sadly, she never got a patent for her design and the idea was quickly snatched up by others in the industry, leaving her without any credit or compensation. Interestingly enough, Florence's mother was also an inventor. She patented the first electric windshield wipers in 1917, but sadly did not receive much recognition, as the idea was copied by others.



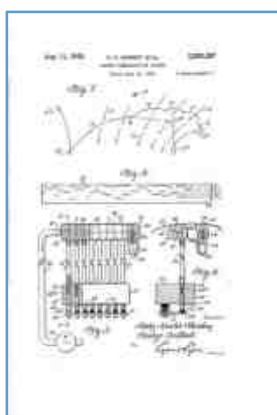
Women Inventors (continued)

5. GPS And Wi-Fi

If you've ever plugged an address into your smart phone or connected to your Wi-Fi enabled car, you can thank Hedy Lamar for inventing the technology behind it. Yes, the same Hedy Lamar who starred in films like Algiers and Samson and Delilah designed the wireless transmission technology that made GPS and Wi-Fi possible. Hedy Lamar (November 9, 1914 – January 19, 2000), was an Austrian-born American film actress and inventor who was posthumously inducted into the National Inventors Hall of Fame. Traveling to London, she met Louis B Mayer, head of Metro-Goldwyn-Mayer (MGM) studio, who offered her a movie contract. Her greatest success was as Delilah in Cecil B DeMille's Sampson and Delilah (1949).^[3] She also acted on television before the release of her final film, The Female Animal (1958).

At the beginning of World War II, Lamar and composer George Antheil developed a radio guidance system for Allied torpedos, intended to use frequency-hopping spread spectrum technology (see below) to defeat the threat of jamming by the Axis powers. Although the US Navy did not adopt the technology until the 1960s, various spread spectrum techniques are incorporated into Bluetooth technology and are similar to methods used in legacy versions of WiFi.

Frequency-hopping spread spectrum (FHSS) is a method of transmitting radio signals by rapidly changing the carrier frequency among many distinct frequencies occupying a large spectral band. The changes are controlled by a code known to both transmitter and receiver. FHSS is used to avoid interference, to prevent eavesdropping, and to enable code-division multiple access (CDMA) communications. The available frequency band is divided into smaller sub-bands. Signals rapidly change ("hop") their carrier frequencies among the center frequencies of these sub-bands in a predetermined order. Interference at a specific frequency will only affect the signal during a short interval.



Frequency Hopping Spread Spectrum (FHSS)

- signal is broadcast over seemingly random series of frequencies
- receiver hops between frequencies in sync with transmitter
- eavesdroppers hear unintelligible blips
- jamming on one frequency affects only a few bits

6. Non-Reflective Glass

Thanks to scientist and inventor **Katharine Burr Blodgett** (January 10, 1898 – October 12, 1979) windshield glass doesn't have a glare, making vehicles much safer. She was the first woman to be awarded a Ph.D. in physics from the University of Cambridge, in 1926. Blodgett became the first woman hired by General Electric. While there, she invented a way to make glass surfaces non-reflective. Her technology was used for camera lenses, movie projectors, submarine periscopes, eyeglasses, computer screens and, of course, windshields.

Her niece recalled that on family visits her Aunt Katharine; "always arrived with suitcases full of 'apparatus', with which she showed us such wonders as how to make colors by dipping glass rods into thin films of oil floating on water."

Her most important contribution came from her independent research on an oily substance that Langmuir had developed in the lab. The then existing methods for measuring this unusual substance, were only accurate to a few thousandths of an inch but Katie's way proved to be accurate to about one millionth of an inch. Her new discovery of measuring transparent objects led to her invention of non-reflecting glass in 1938. This invisible glass proved to be a very effective device for physicists, chemists, and metallurgists. It has been put to use in many consumer products from picture frames to camera lenses and has also been exceptionally helpful in optics.



3 historic Lincolns to honor on Presidents Day



1928 Lincoln Model L



Henry M Leland

When February rolls around each year, the automotive display in the lobby of Hagerty's home office in Traverse City, Michigan, tends to focus on Valentine's Day. Love and kisses and hearts and romance. Not that there's anything wrong with that, even if the object of our affection is a classic car. This time around, however, President's Day gets its due—mostly because of Honest Abe and his connection to the Lincoln Motor Company.

How could our 16th president be associated with an automobile company that came into being five decades *after* he died? Henry M Leland, who was 74 when he founded the Lincoln Motor Company in 1917, had cast a vote for the Illinois Republican in the 1864 Presidential election and decided Lincoln was a name that could be trusted. The rest, as they say, is history.

For the record, President's Day is celebrated on the third Monday of February, which this year is the 17th, and it really has nothing to do with Abraham Lincoln. It was established in 1885 in recognition of our first president, George Washington, whose birthday was celebrated every February 22. The presidential holiday didn't become known as Presidents Day until 1971, when it was moved to the third Monday of the month to create a three-day weekend.

By the way, four U.S. Presidents were born in February—Washington, William Henry Harrison, Lincoln, and Ronald Reagan. Although February gets all the glory, four other months have also produced four presidents (January, March, April, and July). August and November have each birthed five, and October has produced six—John Adams, Rutherford B. Hayes, Chester A. Arthur, Theodore Roosevelt, Dwight D. Eisenhower, and Jimmy Carter (who celebrated his 95th birthday last October 1). Only one month has failed to produce multiple presidents, September, which is represented only by William H. Taft.

Had enough presidential trivia for one day? Fair enough. Let's talk cars—particularly Lincolns. They've been around for nearly a century now, and we have three of them on display at Hagerty this month: a 1928 Model L, a 1940 Zephyr, and a 1961 Continental. Regardless of presidential preference or party affiliation, we can all agree on this: they're beautiful automobiles.



1940 Zephyr



1961 Continental



More from the Lobby of Hagerty's home office in Traverse City, Michigan



Seen Around Albuquerque



Seen on the web:



**WHO REMEMBERS
BAZOOKA BUBBLE GUM!!!**



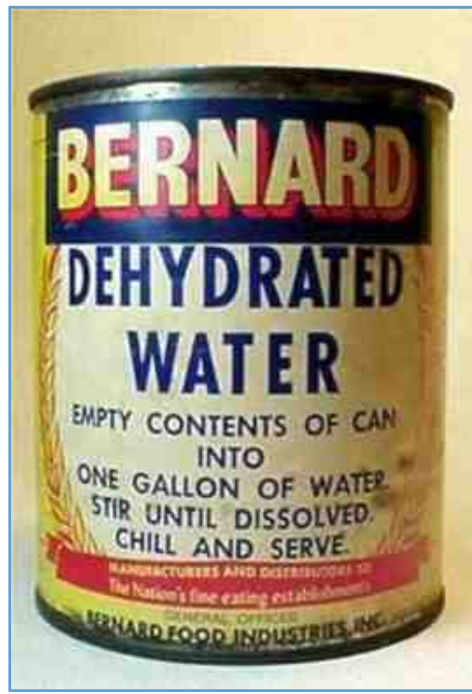
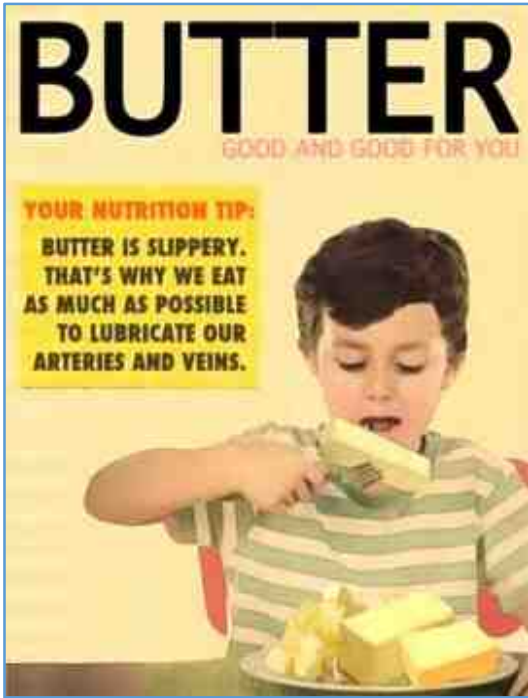
Me: (sobbing my heart out, eyes swollen, nose red)...I can't see you anymore... I am not going to let you hurt me like this again!

Trainer: It was a sit up. You did one sit up.



If you cheat getting into college, you can go to jail. If you cheat getting into America you can go to college.

More Old Ads



Results of Mount St. Helens:



Old Age Learning:

If I found this timely, because today I was in a store that sells sunglasses, and only sunglasses. A young lady walked over to me and asked, "What brings you in today? I looked at her and said, "I'm interested in buying a refrigerator." She didn't quite know how to respond.

I was thinking about old age and decided that old age is when you still have something on the ball, but you are just too tired to bounce it.

When people see a cat's litter box they always say, "Oh, have you got a cat?" Just once I want to say, "No, it's for company!"

Employment application blanks always ask who is to be called in case of an emergency I think you should write, "An ambulance."

The older you get the tougher it is to lose weight because by then your body and your fat have gotten to be really good friends.