

Taking The Wheel Women And The Coming Of The Motor Age

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Gender conventions cast women as too weak, dependent, and flighty to manage the fiery motored beast. Overcoming that stereotype was as difficult for women as gaining access to the vote, the professions, and education, yet their personal feats of driving in both war and peace demolished the gender barriers against their taking the road.

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Taking the Wheel: Women and the Coming of the Motor Age. Virginia Scharff. Free Press, 1991 - History - 219 pages. 0 Reviews. Though millions of women drive regularly, the image of the flighty woman driver continues to stigmatize their abilities. Scharff travels back in time to explore how the first automobiles collided with cultural and sexual ...

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Overcoming that stereotype was as difficult for women as gaining access to the vote, the professions, and education, yet their personal feats of driving in both war and peace demolished the gender barriers against their taking the road. After women proved once and for all that they could drive under the worst conditions in World War I, they adapted the automobile to their domestic roles in urban society during the 1920s.

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In 2019, Freightwaves reported that there was one woman behind the wheel for every 20 men, meaning 7% of truck drivers are women. Of the companies that do track and report the gender split, these numbers represent a 19% growth over the last two years. Looking at the bigger picture, the number of female truckers rose 68% between 2010 and 2018.

Female Truckers | Women Are Taking The Wheel - Hiring Drivers!
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Women Take the Wheel: Destination Retirement include health problems, unemployment, and unexpected family needs. Ongoing support may include subsidies to divorced or underemployed chil- dren or payments for college. The idea has been put forth that many families include an individual who is like a "family bank."

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Scharff looks at women's struggles to be accepted as drivers.

Women at the Wheel shows how stereotypes of women as uninterested in automobiles and, more perniciously, as poor drivers, has little basis in historical reality. However, Katherine J. Parkin argues that in American culture women are still considered imposters when they are at the wheel.

"Virginia Scharff's wonderfully readable account of women in motion complicates and enriches our understanding of the nineteenth and twentieth century Wests. Her gendered

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remapping of the regional landscape explodes traditional notions of western movement. All students of women and gender, travel and place, the West and America, would do well to read this excellent book."—David M. Wrobel, author of *Promised Lands: Promotion, Memory, and the Creation of the American West* "Virginia Scharff claims for women what has long been central to the masculine mythology of the West—free movement and its many gifts, real and imagined. Her book is as exhilarating and as intellectually and emotionally expansive as our enduring dream of flight across the American land."—Elliott West, author of *The Contested Plains: Indians, Goldseekers, & the Rush to Colorado* "Brilliant is not a word that is often a part of my critical vocabulary, but brilliantly is how *Twenty Thousand Roads* begins. When writing of Sacagawea and Susan Magoffin, Virginia Scharff shows vividly how a single life can be a source of sophisticated cultural analysis without becoming an academic artifact or an object of condescension."—Richard White, author of *It's Your Misfortune and None of My Own: A New History of the American West*

Describes the lives and varied experiences of some of the many women who traveled across the American West, including Cynthia Ann Parker, Mary Richardson Walker, Harriet Sanders, Maria Virginia Slade, and Elizabeth Custer.

Ever since the Ford Model T became a vehicle for the masses, the automobile has served as a symbol of masculinity. The freedom of the open road, the muscle car's horsepower, the technical know-how for tinkering: all of these experiences have largely been understood from the perspective of the male driver. Women, in contrast, were relegated to the passenger seat and have been the target of stereotypes that portray them as uninterested in automobiles and, more perniciously, as poor drivers. In *Women at the Wheel*, Katherine J. Parkin illuminates the social implications of these stereotypes and shows how they have little basis in historical reality. With chapters on early driver's education and licensing programs, and on buying, driving, and caring for cars, she describes a rich cast of characters, from Mary Landon, the first woman ever to drive in 1899, to Dorothy Levitt, author of the first automotive handbook for women in 1909, to Margie Seals, who opened her garage, "My Favorite Mechanic . . . Is a Woman," in 1992. Although women drove and had responsibility for their family's car maintenance, twentieth-century popular culture was replete with humorous comments and judgmental critiques that effectively denied women pride in their driving abilities and car-related expertise. Parkin contends that, despite women's long history with cars, these stereotypes persist.

"An engaging study of the ways women and machines have been represented in art, photography, advertising, and literature." —Arwen Palmer Mohun, University of Delaware From sexist jokes about women drivers to such empowering icons as Amelia Earhart and Rosie the Riveter, representations of the relationship between women and modern technology in popular culture have been both demeaning and celebratory. Depictions of women as timid and fearful creatures baffled by machinery have alternated with images of them as being fully capable of technological mastery and control—and of lending sex appeal to machines as products. In *Women and the Machine*, historian Julie Wosk maps the contradictory ways in which women's interactions with—and understanding of—machinery has been defined in Western popular culture since the dawn of the Industrial Revolution. Drawing on both visual and literary sources, Wosk illuminates popular gender stereotypes that have burdened women throughout modern history while underscoring their advances in what was long considered the domain of men. Illustrated with more than 150 images, *Women and the Machine* reveals women rejoicing in their new liberties and technical skill even as they confront society's ambivalence about these developments, along with male fantasies and fears. "Engaging and entertaining . . . Using illustrations, cartoons and photographs from the past three centuries, Wosk delineates shifts in social acceptance of women's relationship to technology . . . her work is complex, comprehensive and highly readable." —Publishers Weekly "Art historian Wosk analyzes the overt and covert messages in depictions of women and machines in an array of fiction and, more impressively, in some 150 visual images." —Booklist

In *Rampant Women*, Linda J. Lumsden offers an in-depth look at the intersection between the woman suffrage movement and the constitutional right to assemble peaceably. Beginning in 1908, women activists took to the streets in a variety of public gatherings and protests in a bold attempt to win the right to vote. Lumsden shows how outdoor pageants, conventions, petition drives, soapbox speaking at open-air meetings, the use of symbolic expression, and picketing -- all manifestations of the right of assembly -- played an instrumental role in the woman suffrage movement. Without these innovative forms of protest, Lumsden argues, women might not be voting today in the United States.

This monumental work maps the field of women's studies publications, covering thousands of titles and Web sites in 19 subject areas published in the last two decades of the 20th century.

This book takes a fresh approach to one of the most popular cultural symbols of modernity in the 1920s—the "masculine" modern woman. Uncovering discourses on female masculinity in interwar Sweden, a nation that struggled to become modern but not decadent, this study examines cultural representations and debates across several arenas including fashion, film, sports, automobility, medicine and literature. Drawing on rich empirical material, this book traces not only how the masculine modern woman reshaped the imaginary space of what women could be, do and desire, but also how this space was eventually shrunk in order to fit into an emerging vision of a family-oriented "people's home."

In *Mobility, Space and Culture*, Peter Merriman provides an important and timely contribution to the mobilities turn in the social sciences, focusing on the spacing and timing of practices of mobility. The book takes an interdisciplinary approach, drawing upon theoretical and empirical work from sociology, geography, mobility studies, cultural studies, politics and history to examine important aspects of the intersection of mobile practices and spaces of mobility. Merriman draws upon post-structuralist writings on space, practice and society...

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