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VO3RPK - KERR SONNY

Drawing on interviews with over 100 young men and women, and five years of research, the author explores the fast-paced world of kids and their cars. She reveals a world where cars have incredible significance for kids, as a means of transportation and thereby freedom to come and go, as status symbols and as a means to express their identities.

An Open Access edition of this book will be available on the Liverpool University Press website and the OAPEN library. Since its invention, the automobile has been systematically 'consumed', to become part of the fabric of twentieth- and twenty-first-century society, its impact and perception making the car an accurate gauge of changing cultural norms and values. As it grew in popularity, the automobile conditioned the very texture of modern life, and the particularly car-centred society of contemporary France is an especially apt locus for examination. The ubiquity of the automobile across all social strata provides us with a defined lens through which to examine the evolution of French society in the modern and post-modern eras. Taking the Second World War as a pivotal mo-

ment in recent French history, this book demonstrates how the automobile was both consumed and fetishized in distinct ways before and after this conflict. The ways in which society evolved from the pre- to the post-war period allow us to view French culture through the prism of the automobile as it embodied technological and social progress in twentieth-century France. The present volume seeks to explore and interrogate the processes of representation and mediation inherent in the evolving patterns of automobile consumption, and their subsequent impacts on local and national identity, framed by a detailed case study centred on France from the late-nineteenth century to the oil crisis of the early 1970s.

Collects entries on contemporary Chinese culture since 1980, discussing such topics as prisons, underground churches, and rock groups.

This is the first book to examine the actual impact of physical and social engineering projects in more than fifty countries from a multidisciplinary perspective. The book brings together an international team of nearly two hundred authors from over two dozen different countries and more than a dozen different social, environmental, and engineering sci-

ences. Together they document and illustrate with case studies, maps and photographs the scale and impacts of many megaprojects and the importance of studying these projects in historical, contemporary and postmodern perspectives. This pioneering book will stimulate interest in examining a variety of both social and physical engineering projects at local, regional, and global scales and from disciplinary and trans-disciplinary perspectives.

"John Tomlinson's book is an invitation to an adventure. It contains a precious key to unlock the doors into the unmapped and unexplored cultural and ethical condition of 'immediacy'. Without this key concept from now on it will not be possible to make sense of the social existence of our times and its ambivalences." - Ulrich Beck, University of Munich "A most welcome, stimulating and challenging exploration of the cultural impact and significance of speed in advanced modern societies. It successfully interweaves theoretical discourse, historical and contemporary analyses and imaginative use of literary sources, all of which are mobilised in order to provide an original, intellectually rewarding and critical account of the changing significance of speed in our everyday experience." - David Frisby, London School of Economics and Political Science "Is the pace of life accelerating? If so, what are the cultural, social, personal and economic consequences? This stimulating and accessible book examines how speed emerged as a cultural issue during industrial modernity. The rise of capitalist society and the shift to urban settings was rapid and tumultuous and was defined by the belief in 'progress'. The first obstacle faced by societies that were starting to 'speed up' was how to regulate and

control the process. The attempt to regulate the acceleration of life created a new set of problems, namely the way in which speed escapes regulation and rebels against controls. This pattern of acceleration and control subsequently defined debates about the cultural effects of acceleration. However, in the 21st century 'immediacy', the combination of fast capitalism and the saturation of the everyday by media technologies, has emerged as the core feature of control. This coming of immediacy will inexorably change how we think about and experience media culture, consumption practices, and the core of our cultural and moral values. Incisive and richly illustrated, this eye-opening account of speed and culture provides an original guide to one of the central features of contemporary culture and everyday life. What happens to gender at 120mph? Are Harley-Davidsons more masculine than Yamahas? The Gendered Motorcycle answers such questions through a critical examination of motorcycles in film, advertising and television. Whilst bikers and biker cultures have been explored previously, the motorcycle itself has remained largely under-theorised, especially in relation to gender. Esperanza Miyake reveals how representations of motorcycles can produce different gendered bodies, identities, spaces and practices. This interdisciplinary book offers new and critical ways to think about gender and motorcycles, and will interest scholars and students of gender, technology and visual cultures, as well as motorcycle industry practitioners and motorcycle enthusiasts.

This innovative study opens up a new area in sociological and urban studies: the aural experience of the social, mediated through mobile technologies of communication. Whilst we live in a world

dominated by visual epistemologies of urban experience, Michael Bull argues that it is not surprising that the Apple iPod, a sound based technology, is the first consumer cultural icon of the twenty-first century. This book, in using the example of the Apple iPod, investigates the way in which we use sound to construct key areas of our daily lives. The author argues that the Apple iPod acts as an urban Sherpa for many of its users and in doing so joins the mobile army of technologies that many of us habitually use to accompany our daily lives. Through our use of such mobile and largely sound based devices, the book demonstrates how and why the spaces of the city are being transformed right in front of our ears.

Engages literary texts in order to theorise the distinctive cognitive and affective experiences of driving What sorts of things do we think about when we're driving - or being driven - in a car? Drivetime seeks to answer this question by drawing upon a rich archive of British and American texts from 'the motoring century' (1900-2000), paying particular attention to the way in which the practice of driving shapes and structures our thinking. While recent sociological and psychological research has helped explain how drivers are able to think about 'other things' while performing such a complex task, little attention has, as yet, been paid to the form these cognitive and affective journeys take. Pearce uses her close readings of literary texts - ranging from early twentieth-century motoring periodicals, Modernist and inter-war fiction, American 'road-trip' classics, and autobiography - in order to model different types of 'driving-event' and, by extension, the car's use as a means of phenomenological encounter, escape from memory, meditation, problem-solving and

daydreaming. Key Features Brings Humanities-based perspectives to bear upon topical debates in automobilities research Introduces a new concept for understanding our journeys made my car by focusing on the driver's automotive consciousness rather than utility/function Makes use of auto-ethnography to explore and theorise automotive consciousness Draws upon a rich archive of literary texts from across the twentieth-century including original research into unknown writers featured in the early twentieth-century texts/motoring periodicals

This book engages with the place of law and legality within Australia's distinctive contribution to global televisual culture. Australian popular culture has created a lasting legacy - for good or bad - of representations of law, lawyers and justice 'down under'. Within films and television of striking landscapes, peopled with heroes, antiheroes, survivors and jokers, there is a fixation on law, conflicts between legal orders, brutal violence and survival. Deeply compromised by the ongoing violence against the lives and laws of First Nation Australians, Australian film and television has sharply illuminated what it means to live with a 'rule of law' that rules with a legacy, and a reality, of deep injustice. This book is the first to bring together scholars to reflect on, and critically engage with, the representations and global implications of law, lawyers and justice captured through the lenses of Australian film, television and social media. Exploring how distinctively Australian lenses capture uniquely Australian images and narratives, the book nevertheless engages these in order to provide broader insights into the contemporary translations and transmogrifications of law and justice.

An intimate, everyday perspective on information-seeking behavior, reaching into the social context of American history and American homes. All day, every day, Americans seek information. We research major purchases. We check news and sports. We visit government Web sites for public information and turn to friends for advice about our everyday lives. Although the Internet influences our information-seeking behavior, we gather information from many sources: family and friends, television and radio, books and magazines, experts and community leaders. Patterns of information seeking have evolved throughout American history and are shaped by a number of forces, including war, modern media, the state of the economy, and government regulation. This book examines the evolution of information seeking in nine areas of everyday American life. Chapters offer an information perspective on car buying, from the days of the Model T to the present; philanthropic and charitable activities; airline travel and the complex layers of information available to passengers; genealogy, from the family Bible to Ancestry.com; sports statistics, as well as fantasy sports leagues and their fans' obsession with them; the multimedia universe of gourmet cooking; governmental and publicly available information; reading, sharing, and creating comics; and text messaging among young people as a way to exchange information and manage relationships. Taken together, these case studies provide a fascinating window on the importance of information in the past century of American life.

Reading *Graphic Design in Cultural Context* explains key ways of understanding and interpreting the graphic designs we see all around us, in advertising, branding, packaging and fashion. It situates th-

ese designs in their cultural and social contexts. Drawing examples from a range of design genres, leading design historians Grace Lees-Maffei and Nicolas P. Maffei explain theories of semiotics, postmodernism and globalisation, and consider issues and debates within visual communication theory such as legibility, the relationship of word and image, gender and identity, and the impact of digital forms on design. Their discussion takes in well-known brands like Alessi, Nike, Unilever and Tate, and everyday designed things including slogan t-shirts, car advertising, ebooks, corporate logos, posters and music packaging.

Addressing the appeal of the journey narrative from pre-cinema to new media and through documentary, fiction and the spaces between, this collection reveals the journey to be a persistent presence across cinema and in cultural modernity.

Mobility - flows, movement and migration in social life - has emerged as a central area of sociological debate, yet one of its most dominant forms, automobility, has remained largely ignored. Edited by three leading social analysts, *Automobilities* presents one of the first and most wide-ranging examinations of the car and its promise of autonomy and mobility. Drawing on rich empirical detail, from ethnographies of office work on the motorway to the important of the car in French cultural theory, the contributions demonstrate just how significant have been the economic, technological, social and political consequences of a pervasive and accelerating culture of the car. A broad array of theories are put to work to illuminate this vast and yet neglected topic: strategy and tactics, complexity theory, performativity, actor network theory, film theory, material culture, theo-

ries of non-places, embodiment, sensuous geography/sociology, ethnomethodology and non-representational theory. This book will firmly establish automobilities as a key topic for theory and research. *Automobilities* represents a landmark text that will contribute to and provide a significant impetus for the emerging analysis of mobilities in contemporary societies.

Despite the ubiquity of automobility, the reality of automotive death is hidden from everyday view. There are accident blackspots all over the roads that we use and go past every day but the people that have died there or been injured are not marked, unless by homemade shrines and personal memorialization. Nowhere on the planet is this practice as densely actioned as in the United States. *Road Scars* is a highly visual scholarly monograph about how roadside car crash shrines place the collective trauma of living in a car culture in the everyday landscapes of automobility. Roadside shrines—or road trauma shrines—are vernacular memorial assemblages built by private individuals at sites where family and friends have died in automobile accidents, either while driving cars or motorcycles or being hit by cars as pedestrians, bicyclists, or motorcyclists. Prevalent for decades in Latin America and in the American Southwest, roadside car crash shrines are now present throughout the U.S. and around the world. Some are simply small white crosses, almost silent markers of places of traumatic death. Others are elaborate collections of objects, texts, and materials from all over the map culturally and physically, all significantly brought together not in the home or in a cemetery but on the roadside, in drivable public space—a space where private individuals perform private identities alongside each other in

public, and where these private mobilities sometimes collide with one another in traumatic ways that are negotiated in roadside shrines. This book touches on something many of us have seen, but few have explored intellectually.

What would a de-carbonised society be like? What are the implications of a general de-globalisation for our social futures? How will our high-carbon patterns of life be restructured in a de-energized world? As global society gradually wakes up to the new reality of peak oil, these questions remain unanswered. For the last hundred years oil made the world go round, and as we move into the century of 'tough oil' this book examines some profound consequences. It considers what societies would be like that are powering down; what lessons can be learned from the past about de-energized societies; will there be rationing systems or just the market to allocate scarce energy? Can virtual worlds solve energy problems? What levels of income and wellbeing would be likely? In this groundbreaking book, John Urry analyzes how the twentieth century created a kind of mirage of the future that is unsustainable into even the medium term and envisions the future of an oil-dependent world facing energy descent. Without a large-scale plan B, how can the energizing of society possibly be going into reverse?

The Psychology of the Car explores automotive cultures through the lens of psychology with the goal of achieving a low-carbon transport future. Worldwide there are now more than one billion cars, and their number grows continuously. Yet there is growing evidence that humanity needs to reach 'peak cars' as increased air pollution, noise, accidents, and climate change support a decline in car usage. While many governments agree,

the car remains attractive, and endeavors to change transport systems have faced fierce resistance. Based on insights from a wide range of transport behaviors, *The Psychology of the Car* shows the “why of automotive cultures, providing new perspectives essential for understanding its attractiveness and for defining a more desirable transport future. The *Psychology of the Car* illustrates the growth of global car use over time and its effect on urban transport systems and the global environment. It looks at the adoption of the car into lifestyles, the “mobilities turn, and how the car impacts collective and personal identities. The book examines car drivers themselves; their personalities, preferences, and personality disorders relevant to driving. The book looks at the role power, control, dominance, speed, and gender play, as well as the interrelationship between personal freedom and law enforcement. The book explores risk-taking behaviors as accidental death is a central element of car driving. The book addresses how interventions can be successful as well as which interventions are unlikely to work, and concludes with how a more sustainable transport future can be created based on emerging transport trends. Features deep analyses of individual and collective psychologies of car affection, moving beyond sociology-based interpretations of automobile culture. Illustrates concepts using popular culture examples that expose ideas about automobility. Shows how fewer, smaller and more environmentally friendly cars, as well as low-carbon transport modes, are more socially attractive.

Design History has become a complex and wide-ranging discipline. It now examines artefacts from conception to development, production, mediation, and

consumption. Over the last few decades, the discipline has developed a diverse range of theories and methodologies for the analysis of objects. Design History presents the most comprehensive overview and guide to these developments. The book first traces the development of the discipline, explaining how it draws from Art History, Industrial Design, Cultural History and Material Culture Studies. The core of the book then analyses the seminal methodologies used in Design History today. The final section highlights the key issues concerning knowledge and meaning in Design. Throughout, the aim is to present a concise and accessible introduction to this complex field. A map to the intellectual landscape of Design History, the book will be an invaluable guide for students and a very useful reference for scholars. The power of the bicycle to impact mobility, technology, urban space and everyday life.

The reach of the car today is almost universal, and its effect on landscapes, cityscapes, cultures - indeed, the very fabric of the modern world - is profound. This highly illustrated survey of the effect of the motor car on global culture is the first book to explore the culture of the motor car in the widest possible sense, featuring specially commissioned essays by writers, critics, historians, artists and film-makers, as well as reprinting key texts. Includes over 400 stunning photographs, 150 in full colour.

Nordic Genre Film offers a transnational approach to studying contemporary genre production in Nordic cinema.

Cars, Automobility and Development in Asia explores the nexus between automobility and development in a pan-Asian comparative perspective. The book seeks to integrate the policies, produc-

tion forms, consumption preferences and symbolism implicated in emerging Asian automobilities. Using empirically rich and grounded analyses of both comparative and single-country case studies, the authors chart new approaches to studying automobility and development in emerging Asia.

Driving Identities examines long-standing connections between popular music and the automotive industry and how this relationship has helped to construct and reflect various socio-cultural identities. It also challenges common assumptions regarding the divergences between industry and art, and reveals how music and sound are used to suture the putative divide between human and non-human. This book is a ground-breaking inquiry into the relationship between popular music and automobiles, and into the mutual aesthetic and stylistic influences that have historically left their mark on both industries. Shaped by new historicism and cultural criticism, and by methodologies adapted from gender, LGBTQ+, and African-American studies, it makes an important contribution to understanding the complex and interconnected nature of identity and cultural formation. In its interdisciplinary approach, melding aspects of ethnomusicology, sociology, sound studies, and business studies, it pushes musicological scholarship into a new consideration and awareness of the complexity of identity construction and of influences that inform our musical culture. The volume also provides analyses of the confluences and coactions of popular music and automotive products to highlight the mutual influences on their respective aesthetic and technical evolutions. *Driving Identities* is aimed at both academics and enthusiasts of automotive culture, popular music, and cultural studies in general. It

is accompanied by an extensive online database appendix of car-themed pop recordings and sheet music, searchable by year, artist, and title.

This book is a printed edition of the Special Issue "Deep Mapping" that was published in *Humanities*

This book is one of the first studies of twentieth-century travel literature in French, tracking the form from the colonial past to the postcolonial present. Whereas most recent explorations of travel literature have addressed English-language material, Forsdick's study complements these by presenting a body of material that has previously attracted little attention, ranging from conventional travel writing to other cultural phenomena (such as the Colonial Exposition of 1931) in which changing attitudes to travel are apparent. *Travel in Twentieth-Century French and Francophone Cultures* explores the evolution of attitudes to cultural diversity, explaining how each generation seems simultaneously to foretell the collapse and reinvention of 'elsewhere'. It also follows the progressive renegotiation of understandings of travel (and travel literature) across the twentieth century, focusing in particular on the emergence of travel narratives from France's former colonies. The book suggests that an exclusive colonial understanding of travel as a practice defined along the lines of class, gender, and ethnicity has slowly been transformed so that travel has become an enabling figure - encapsulated in notions such as James Clifford's 'traveling cultures' - central to analyses of contemporary global culture. Engaging initially with Victor Segalen's early twentieth-century reflection on travel and exoticism and Albert Kahn's 'Archives de la Planète', Forsdick goes on to examine a series of interrelated texts and phenome-

na: early African travel narratives, inter-war ethnography, post-war accounts of Citroën 2CV journeys, the travel stories of immigrant workers, the work of Nicholas Bouvier and the *Pour une littérature voyageuse* movement, narratives of recent walking journeys, and contemporary Polynesian literature. In delineating a francophone space stretching far beyond metropolitan France itself, the book contributes to new understandings of French and Francophone Studies, and will also be of interest to those interested in issues of comparatism as well as colonial and postcolonial culture and identity.

Given the extensive influence of the 'transport revolution' on the past two centuries (a time when trains, trams, omnibuses, bicycles, cars, airplanes, and so forth were invented), and given science fiction's overall obsession with machines and technologies of all kinds, it is surprising that scholars have not paid more attention to transportation in this increasingly popular genre. *Futuristic Cars and Space Bicycles* is the first book to examine the history of representations of road transport machines in nineteenth-, twentieth-, and twenty-first-century American science fiction. The focus of this study is on two machines of the road that have been locked in a constant, often bitter, struggle with one another: the automobile and the bicycle. With chapters ranging from the early science fiction of the pulp magazine era in the 1920s and 1930s, to the postcyberpunk of the 1990s and more recent media of the 2000s such as web television, zines, and comics, this book argues that science fiction by and large perceives the car as anything but a marvelous invention of modernity. Rather, the genre often scorns and ridicules the automobile

and instead promotes more sustainable, more benign, more restrained technologies of movement such as the bicycle.

Johannesburg: The Elusive Metropolis is a pioneering effort to insert South Africa's largest city into urban theory, on its own terms. Johannesburg is Africa's premier metropolis. Yet theories of urbanization have cast it as an emblem of irresolvable crisis, the spatial embodiment of unequal economic relations and segregationist policies, and a city that responds to but does not contribute to modernity on the global scale. Complicating and contesting such characterizations, the contributors to this collection reassess classic theories of metropolitan modernity as they explore the experience of "city-ness" and urban life in post-apartheid South Africa. They portray Johannesburg as a polycentric and international city with a hybrid history that continually permeates the present. Turning its back on rigid rationalities of planning and racial separation, Johannesburg has become a place of intermingling and improvisation, a city that is fast developing its own brand of cosmopolitan culture. The volume's essays include an investigation of representation and self-stylization in the city, an ethnographic examination of friction zones and practices of social reproduction in inner-city Johannesburg, and a discussion of the economic and literary relationship between Johannesburg and Maputo, Mozambique's capital. One contributor considers how Johannesburg's cosmopolitan sociability enabled the anti-colonial projects of Mohandas Gandhi and Nelson Mandela. Journalists, artists, architects, writers, and scholars bring contemporary Johannesburg to life in ten short pieces, including reflections on music and megamalls, nightlife, built spaces, and life for foreigners in the city.

Contributors: Arjun Appadurai, Carol A. Breckenridge, Lindsay Bremner, David Bunn, Fred de Vries, Nsizwa Dlamini, Mark Gevisser, Stefan Helgesson, Julia Hornberger, Jonathan Hyslop, Grace Khunou, Frédéric Le Marcis, Xavier Livermon, John Matshikiza, Achille Mbembe, Robert Muponde, Sarah Nuttall, Tom Odhiambo, Achal Prabhala, AbdouMaliq Simone

Writing otherwise is a collection of essays by established feminist and cultural critics interested in experimenting with new styles of expression. Leading figures in their field, such as Marianne Hirsch, Lynne Pearce, Griselda Pollock, Carol Smart, Jackie Stacey and Janet Wolff, all risk new ways of writing about themselves and their subjects. Aimed at both general and academic readers interested in how scholarly writing might be more innovative and creative, this collection introduces the personal, the poetic and the experimental into the frame of cultural criticism. This collection of essays is highly interdisciplinary and contributes to debates in sociology, history, anthropology, art history, cultural and media studies and gender studies.

The Cold War was not only about the imperial ambitions of the super powers, their military strategies, and antagonistic ideologies. It was also about conflicting worldviews and their correlates in the daily life of the societies involved. The term "Cold War Culture" is often used in a broad sense to describe media influences, social practices, and symbolic representations as they shape, and are shaped by, international relations. Yet, it remains in question whether - or to what extent - the Cold War Culture model can be applied to European societies, both in the East and the West. While every European country had to adapt to the constraints imposed by the Cold War, individ-

ual development was affected by specific conditions as detailed in these chapters. This volume offers an important contribution to the international debate on this issue of the Cold War impact on everyday life by providing a better understanding of its history and legacy in Eastern and Western Europe.

'Globalization and Health' offers analysis of serious global threats to health, the tools that can be used to evaluate these, and the agencies established to respond to them. This work gives an account of the successes and failures, as well as the challenges and opportunities of globalisation for public health.

This book, the first full-length text on the subject, explores the everyday use of music listening while driving a car. It presents the relationship between cars and music in an effort to understand how music behaviour in the car can either enhance driver safety or place the driver at increased risk of accidents. A great deal of work has been done to investigate and reduce driver distraction and inattention, but this book is the first to focus on in-cabin aural backgrounds of music as a contributing factor to human error and traffic violations. *Driving With Music* begins by outlining the automobile, its relationship to society, and the juxtaposition of music with the automobile as a complete package. It then highlights concepts from the fields of music perception and cognition, and, within this framework, looks at the functional use of background music in our everyday lives. Driver music behaviours - both adaptive and maladaptive - are explored, with the focus on contradictions and ill-effects of in-car music listening. To conclude, implications, applications and countermeasures are suggested.

On the public roads boy racers are a fore-

boding presence, viewed with suspicion and derision by the 'respectable' motorist. The problem of the young (male) driver is one which has plagued authorities and governments due to youths' acclaimed propensity to engage in deviant and dangerous driving behaviours. Boy Racer Culture sheds light on the boy racer phenomenon through ethnographic research with the notorious 'Bouley Bashers' culture in the city of Aberdeen, Scotland, and the moral panic on the part of outside groups including the local community, police, politicians and media. This book examines the creation of masculine and feminine identities in a traditionally male-dominated subculture through car-related rituals such as 'modding', subcultural media and events, and the quest for celebrity status via public performances. Boy Racer Culture challenges common misconceptions surrounding the boy racer, the 'problematic' young (male) motorist and the car modifier. It will be essential reading for an international audience including sociologists and criminologists, particularly those with an interest in youth culture, subcultures, moral panics, car culture, anti-social behaviour, and the governance and policing of the roads.

The history of the automobile would be incomplete without considering the influence of the car on the lives and careers of women in the earliest decades of the twentieth century. Illuminating the relationship between women and cars with case studies from across the globe, *Eat My Dust* challenges the received wisdom that men embraced automobile technology more naturally than did women. Georgine Clarsen highlights the personal stories of women from the United States, Britain, Australia, and colonial Africa from the early days of motoring until 1930. She notes the different ways in

which these women embraced automobile technology in their national and cultural context. As mechanics and taxi drivers -- like Australian Alice Anderson and Brit Sheila O'Neil -- and long-distance adventurers and political activists - like South Africans Margaret Belcher and Ellen Budgell and American suffragist Sara Bard Field -- women sought to define the technology in their own terms and according to their own needs. They challenged traditional notions of femininity through their love of cars and proved they were articulate, confident, and mechanically savvy motorists in their own right. More than new chapters in automobile history, these stories locate women motorists within twentieth-century debates about class, gender, sexuality, race, and nation. -- Deborah Clarke

Whether you drool over their horsepower or decry their emissions, the car is an important and ubiquitous part of nearly all of our lives. And the history of their design and the innovations of their technologies can tell us a lot about how our values and attitudes have changed. In this book, Gregory Votolato shows us how and why the automobile has become—since its rise in the late nineteenth century—at once an object of unparalleled popular desire and a hugely problematic emblem of the modern world. Votolato explores the ways that our love-hate relationship with the car has been intimately connected with car design. He tells the story of the rise of the private passenger car and all the psychological, social, and economic functions it has come to serve beyond mere transportation. Introducing readers to the automotive design process, he traces the lifecycle of the car from the drawing board to the scrapyard, offering insights from key figures in the industry,

as well as a careful evaluation of the car's enormous environmental impact. At the same time, he looks at the many cultures tied into the automobile, from drag racing and customizing to the luxury coachcraft of the classic era. Along the way, he takes us for a ride in some of the most famous cars ever to have had their tires inflated, from the Model T to the Tesla. The result is a top-down, thrilling burn through the history of one of our most beloved—and lamented—inventions.

For the majority of us the opportunity to travel has never been greater, yet differences in mobility highlight inequalities that have wider social implications. Exploring how and why attitudes towards movement have evolved across generations, the case studies in this essay collection range from medieval to modern times and cover several continents.

The Routledge Companion to Automobile Heritage, Culture, and Preservation explores automotive heritage, its place in society, and the ways we might preserve and conserve it. Drawing on contributions from academics and practitioners around the world and comprising six sections, this volume carries the heritage discourse forward by exploring the complex and sometimes intricate place of automobiles within society. Taken as a whole, this book helps to shape how we think about automobile heritage and considers how that heritage explores a range of cultural, intellectual, emotional, and material elements well outside of the automobile body itself. Most importantly, perhaps, it questions how we might better acknowledge the importance of automotive heritage now and in the future. The Routledge Companion to Automobile Heritage, Culture, and Preservation is unique in that it juxtaposes theory with practice, academic approaches

with practical experience, and recognizes that issues of preservation and conservation belong in a broad context. As such, this volume should be essential reading for both academics and practitioners with an interest in automobiles, cultural heritage, and preservation.

Across the Soviet Bloc, from the 1960s until the collapse of communism, the automobile exemplified the tension between the ideological imperatives of political authorities and the aspirations of ordinary citizens. For the latter, the automobile was the ticket to personal freedom and a piece of the imagined consumer paradise of the West. For the authorities, the personal car was a private, mobile space that challenged the most basic assumptions of the collectivity. The "socialist car"—and the car culture that built up around it—was the result of an always unstable compromise between official ideology, available resources, and the desires of an increasingly restless citizenry. In *The Socialist Car*, eleven scholars from Europe and North America explore in vivid detail the interface between the motorcar and the state socialist countries of Eastern Europe, including the USSR. In addition to the metal, glass, upholstery, and plastic from which the Ladas, Dacias, Trabants, and other still extant but aging models were fabricated, the socialist car embodied East Europeans' longings and compromises, hopes and disappointments. The socialist car represented both aspirations of overcoming the technological gap between the capitalist first and socialist second worlds and dreams of enhancing personal mobility and status. Certain features of automobility—shortages and privileges, waiting lists and lack of readily available credit, the inadequacy of streets and highways—prevailed across the Soviet Bloc. In this collective history, the au-

thors put aside both ridicule and nostalgia in the interest of trying to understand the socialist car in its own context.

It is difficult to imagine a world without the car, and yet that is exactly what Dennis and Urry set out to do in this provocative new book. They argue that the days of the car are numbered: powerful forces around the world are undermining the car system and will usher in a new transport system sometime in the next few decades. Specifically, the book examines how several major processes are shaping the future of how we travel, including: Global warming and its many global consequences Peaking of oil supplies Increased digitisation of many aspects of economic and social life Massive global population increases The authors look at changes in technology, policy, economy and society, and make a convincing argument for a future where, by necessity, the present car system will be re-designed and re-engineered. Yet the book also suggests that there are some hugely bleak dilemmas facing the twenty first century. The authors lay out what they consider to be possible 'post-car' future scenarios. These they describe as 'local sustainability', 'regional warlordism' and 'digital networks of control'. After The Car will be of great interest to planners, policy makers, social scientists, futurologists, those working in industry, as well as general readers. Some have described the 20th Century as the century of the car. Now that century has come to a close - and things are about to change. *Jazz Sells: Music, Marketing, and Meaning* examines the issues of jazz, consumption, and capitalism through advertising. On television, on the Internet, in radio, and in print, advertising is a critically important medium for the mass dissemination of music and musical mean-

ing. This book is a study of the use of the jazz genre as a musical signifier in promotional efforts, exploring how the relationship between brand, jazz music, and jazz discourses come together to create meaning for the product and the consumer. At the same time, it examines how jazz offers an invaluable lens through which to examine the complex and often contradictory culture of consumption upon which capitalism is predicated.

Peter Merriman traces the social and cultural histories and geographies of driving spaces through an examination of the design, construction and use of England's M1 motorway in the 1950s and 1960s. A first-of-its-kind academic study examining the production and consumption of the landscapes and spaces of a British motorway An interdisciplinary approach, engaging with theoretical and empirical work from sociology, history, cultural studies, anthropology and geography Contains 38 high quality illustrations Based on extensive, original archive work

Particularly since the 1950s, cars and popular music have been constantly associated. As complementary goods and intertwined technologies, their relationship has become part of a widely shared experience-one that connects individuals and society, private worlds and public spheres. *Popular Music and Automobiles* aims to unpack that relationship in more detail. It explores the ways in which cars and car journeys have shaped society, as well as how we have shaped them. Including both broad synergies and specific case studies, *Popular Music and Automobiles* explores how attention to an ongoing relationship can reveal insights about the assertion and negotiation of identity. Using methods of enquiry that are as diverse as the topics they tackle,

its contributors closely consider specific genders, genres, places and texts.