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REVIEW

In this sweeping cultural history, James Flink provides a fascinating account of the creation of the world's first automobile culture. He offers both a critical survey of the development of automotive technology and the automotive industry and an analysis of the social effects of "automobility" on workers and consumers.

Presents a collection of bibliographic essays that describe the history, culture, and impact of the automobile and automobile industry in the United States.

"In *Electric Vehicle*, Gijs Mom challenges this view, arguing that at the beginning of the automobile age neither the internal combustion engine nor the battery-powered vehicle enjoyed a clear advantage. He explores the technology and marketing/consumer-feedback relationship over four "generations" of electric-vehicle design, with separate chapters on privately owned passenger cars and commercial vehicles. He makes abundant comparisons among European countries and between Europe and America." "The *Electric Vehicle* offers a long-overdue reassessment of the place of this technology in the history of street

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transportation."--BOOK JACKET.

Motoring unmasks the forces that shape the American driving experience--commercial, aesthetic, cultural, mechanical--as it takes a timely look back at our historically unconditional love of motor travel. Focusing on recreational travel between 1900 and 1960, John A. Jakle and Keith A. Sculle cover dozens of topics related to drivers, cars, and highways and explain how they all converge to uphold that illusory notion of release and rejuvenation we call the "open road." Jakle and Sculle have collaborated on five previous books on the history, culture, and landscape of the American road. Here, with an emphasis on the driver's perspective, they discuss garages and gas stations, roadside tourist attractions, freeways and toll roads, truck stops, bus travel, the rise of the convenience store, and much more. All the while, the authors make us think about aspects of driving that are often taken for granted: how, for instance, the many lodging and food options along our highways reinforce the connection between driving and "freedom" and how, by enabling greater speeds, highway engineers helped to stoke motorists' "blessed fantasy of flight." Although driving originally celebrated freedom and touted a common experience, it has increasingly become a highly regulated, isolated activity. The motive behind America's first embrace of the

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automobile--individual prerogative--still substantially obscures this reality. "Americans did not have the automobile imposed on them," say the authors. Jakle and Sculle ask why some of the early prophetic warnings about our car culture went unheeded and why the arguments of its promoters resonated so persuasively. Today, the automobile is implicated in any number of environmental, even social, problems. As the wisdom of our dependence on automobile travel has come into serious question, reassessment of how we first became that way is more important than ever.

Negotiating the divide between "respectable manhood" and "rough manhood" this book explores masculinity at work and at play through provocative essays on labor unions, railroads, vocational training programs, and NASCAR racing.

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

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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.

Signs orient, inform, persuade, and regulate. They help give meaning to our natural and human-built environment, to landscape and place. In *Signs in America's Auto Age*, cultural geographer John Jakle and historian Keith Sculle explore the ways in which we take meaning from outdoor signs and assign meaning to our surroundings—the ways we “read” landscape. With an emphasis on how the use of signs changed as the nation's geography reorganized around the coming of the automobile, Jakle and Sculle consider the vast array of signs that have evolved since the beginning of the twentieth century.

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The technical problems confronting different societies and periods and the measures taken to solve them form the concern of this annual collection of essays. It deals with the history of technical discovery and change and explores the relationship of technology to other aspects of life--social, cultural and economic--and shows how technological development has shaped, and been shaped by, the society in which it occurred.

Canadians fell in love with the car at first glance. They were scared by it too, and by its potential. Canada was quick to become a car nation, as the automobile was enthusiastically adopted by Prairie grain farmers, the new modern woman, travellers to the north, and rough-and-tumble adventurers looking for a thrill by traversing the immense length of the country. The automobile was the symbol of the modern Canada of the twentieth century, and the final victory of technology over landscape. Canadians were building cars from the beginning. Independent firms and branches of the big American manufacturers vied for the lucrative Canadian market. Automaking has been an integral part of Canada's economy since the car's introduction. For more than a century, Canadians have lived with this automobile revolution, and all the consequences and permutations that it represents. Blending social, cultural and economic history, Dimitry

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Anastakis's engaging text tells the fascinating story of the car across Canada from earliest days, when cars and horses jockeyed for parking space, to the multilane freeways of the twenty-first century.

Since 1750, the world has become ever more connected, with processes of production and destruction no longer limited by land- or water-based modes of transport and communication. Volume 7 of the Cambridge World History series, divided into two books, offers a variety of angles of vision on the increasingly interconnected history of humankind. The second book questions the extent to which the transformations of the modern world have been shared, focusing on social developments such as urbanization, migration, and changes in family and sexuality; cultural connections through religion, science, music, and sport; ligaments of globalization including rubber, drugs, and the automobile; and moments of particular importance from the Atlantic Revolutions to 1989.

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