

Auto Le Age Flink James J

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.

From the acclaimed author of Birdmen comes a revelatory new history of the birth of the

automobile, an illuminating and entertaining true tale of invention, competition, and the visionaries, hustlers, and swindlers who came together to transform the world. In 1900, the Automobile Club of America sponsored the nation's first car show in New York's Madison Square Garden. The event was a spectacular success, attracting seventy exhibitors and nearly fifty thousand visitors. Among the spectators was an obscure would-be automaker named Henry Ford, who walked the floor speaking with designers and engineers, trying to gauge public enthusiasm for what was then a revolutionary invention. His conclusion:

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the automobile was going to be a fixture in American society, both in the city and on the farm—and would make some people very rich. None, he decided, more than he. *Drive!* is the most complete account to date of the wild early days of the auto age. Lawrence Goldstone tells the fascinating story of how the internal combustion engine, a “theory looking for an application,” evolved into an innovation that would change history. Debunking many long-held myths along the way, *Drive!* shows that the creation of the automobile was not the work of one man, but very much a global effort. Long before anyone

had heard of Henry Ford, men with names like Benz, Peugeot, Renault, and Daimler were building and marketing the world's first cars. Goldstone breathes life into an extraordinary cast of characters: the inventors and engineers who crafted engines small enough to use on a "horseless carriage"; the financiers who risked everything for their visions; the first racers—daredevils who pushed rickety, untested vehicles to their limits; and such visionary lawyers as George Selden, who fought for and won the first patent for the gasoline-powered automobile. Lurking around

every corner is Henry Ford, a brilliant innovator and an even better marketer, a tireless promoter of his products—and of himself. With a narrative as propulsive as its subject, *Drive!* plunges us headlong into a time unlike any in history, when near-manic innovation, competition, and consumerist zeal coalesced to change the way the world moved. Praise for *Drive!* “[A] marvelously told story . . . The author provides a terrific backdrop to the ‘Chitty Chitty Bang Bang’ era in which his story takes place. On display are lucky scoundrels and unlucky geniuses, hustlers, hacks, and daredevils galore. . . . Goldstone

has written a book that beautifully captures the intertwined fates of these two ingenious pioneers.”—The Wall Street Journal “A wonderful, story-filled saga of the early days of the auto age . . . Readers will be swept up in his vivid re-creation of a bygone era. . . . ‘Horse Is Doomed,’ read one headline in 1895. This highly readable popular history tells why.”—Kirkus Reviews (starred reviews) “A splendid dissection of the Selden/Ford patent face-off and its place in automotive historiography, this work will be enjoyed by business, legal, transportation, social, and intellectual

historians; general readers; and all libraries."—Library Journal (starred review)
"This book contains the great names in automotive history—the Dodge brothers, Barney Oldfield, all the French (they seemed, until Ford, to lead the Americans in development of the vehicle)—and it is fascinating. . . . An engaging new take on the history of technological innovation."—Booklist
How to leave behind our unwieldy, gas-guzzling, carbon dioxide-emitting vehicles for cars that are green, smart, connected, and fun. This book provides a long-overdue vision for a new automobile era. The cars we

drive today follow the same underlying design principles as the Model Ts of a hundred years ago and the tail-finned sedans of fifty years ago. In the twenty-first century, cars are still made for twentieth-century purposes. They are inefficient for providing personal mobility within cities—where most of the world's people now live. In this pathbreaking book, William Mitchell and two industry experts reimagine the automobile, describing vehicles of the near future that are green, smart, connected, and fun to drive. They roll out four big ideas that will make this both feasible and timely. The fundamental

reinvention of the automobile won't be easy, but it is an urgent necessity—to make urban mobility more convenient and sustainable, to make cities more livable, and to help bring the automobile industry out of crisis. One of the most interesting questions in architectural history is why modern architecture emerged from the war-ravaged regions of central Europe and not the United States, whose techniques of mass production and mechanical products so inspired the first generation of modern architects like Le Corbusier, Mies van der Rohe, and Walter Gropius. In *From Autos to Architecture*,

sociologist David Gartman offers a critical social history that shows how Fordist mass production and industrial architecture in America influenced European designers to an extent previously not understood. Drawing on Marxist economics, the Frankfurt School, and French sociologist Pierre Bourdieu, *From Autos to Architecture* deftly illustrates the different class structures and struggles of America and Europe. Examining architecture in the context of social conflicts, *From Autos to Architecture* offers a critical alternative to standard architectural histories focused on aesthetics alone.

History of Technology Volume 23
The Oxford Encyclopedia of American Social History

Horse Trading in the Age of Cars
The Automobile and American Life, 2d ed.

Hell on Wheels
Everyday Information
A Reference Guide

On March 26th, 1923, in a formal ceremony, construction of the Milan-Alpine Lakes autostrada officially began, the preliminary step toward what would become the first European motorway. That Benito Mussolini himself participated in the festivities indicates just how important the project was to Italian Fascism. *Driving Modernity* recounts the

twisting fortunes of the autostrada, which-alongside railways, aviation, and other forms of mobility-Italian authorities hoped would spread an ideology of technological nationalism. It explains how Italy ultimately failed to realize its mammoth infrastructural vision, addressing the political and social conditions that made a coherent plan of development impossible.

Car Troubles central premise is that the car as the dominant mode of travel needs to be problematized. It examines a wide range of issues that are central to automobility by situating it within social, economic, and political contexts, and by combining social theory, specific case studies and policy-oriented analysis. With an international team of contributors the book provides a coherent and comprehensive analysis of

the global phenomenon of automobility from the Anglo world to the cases in China and Chile and all the elements that relate to it.

Looks at the evolution and impact of the automobile in Southern States during the first part of the twentieth-century. The new edition of a popular collection that traces the history of American invention from the age of the artisan to the era of Silicon Valley. This volume traces the history of American technology—its inventions and inventors—from the age of the artisan to the era of Silicon Valley. The focus on inventors acknowledges that technology is a fundamental form of human behavior and that, ultimately, it is people who have the ideas, design the machines, and build the institutions. These accessible and succinct essays chronicle the work of the

famous—among them, Thomas Jefferson, Eli Whitney, and Thomas Alva Edison—and of the sometimes forgotten—including Ellen Swallow Richards, the founder of the home economics movement. One illuminating essay shows how Buster Keaton and Charlie Chaplin helped Americans confront the modern technological age. This third edition retains the content of the first two editions and adds three new essays: on Rachel Carson and the rise of the environmental movement; on A. C. Gilbert and the development of an American toy industry; and on Lewis Latimer and the struggle of African Americans to gain recognition as professional inventors and engineers. Contributors Lawrence Badash, George Basalla, Robert V. Bruce, Jean Christie, Gail Cooper, Ruth Schwartz Cowan,

James J. Flink, Barton C. Hacker, Samuel P. Hays, Brooke Hindle, Thomas Parke Hughes, Reese V. Jenkins, John A. Kouwenhoven, Edwin T. Layton Jr., W. David Lewis, Hugo A. Meier, Carroll Pursell, Adam Rome, Bruce Sinclair, Merritt Roe Smith, Darwin H. Stapleton, John William Ward, James C. Williams

A Comparative International Study

The Evolution of Information Seeking in America

Personal Urban Mobility for the 21st Century

Autonomous State

Automotive Prosthetic

Technology and Expectations in the Automobile Age

Postcolonial Automobility

Rabelais's tale the giant prince Gargantua is

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a vast and inescapable cluster of qualities and activities; his violence, greed and incontinence are incomparable. In the old giant's size, ubiquity, gluttony, vast knowledge and warlike nature, we can recognize qualities of our contemporary culture. In this brilliant polemic on our visual mass culture, Stallabrass argues that culture's status as a commodity is the most important thing about it, affecting its form, its relation to the viewer and its ideology. The great diversity of choice masks the extent to which this choice is managed by an ever-shrinking number of powerful owners.

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Stallabrass shows how the consistent and unifying capitalist ideology of mass culture leads to an increasingly homogeneous identity among its consumers. Even in marginal and radical cultural activities, like graffiti writing, can be found the tyranny of the brand name and the reduction of the individual to a cipher. Starting with an analysis of subjects which concern specific groups—amateur photography, computer games and cyberspace—Stallabrass works out to wider aspects of the culture which affect everybody, including cars, shopping and television. Gargantua raises profound

questions about the nature and direction of mass culture. It also raises a challenge to the postmodern theorists' adherence to subjectivity, indeterminacy and political indifference. If manufactured subjectivities are always shot through with the objective, then their plurality may not be merely a colourful but meaningless postmodern smorgasbord, but rather the accurate reflection of our current cultural situation, and a map showing paths beyond it. In this book Mark Rupert argues that American global power was shaped by the ways in which mass production was institutionalized in the

USA, and by the political and ideological struggles integral to this process. The production of an unprecedented volume of goods propelled the United States to the apex of the global division of labor, ensuring victory in World War II and enabling postwar reconstruction under American leadership. He describes an 'historic bloc' of American statesmen, capitalists and labor leaders who fostered a productivity-oriented political consensus within the USA, and sought to generalize their vision of liberal capitalism around the globe. He focuses on the incorporation of industrial labor as a junior

partner in this hegemonic bloc, and argues that the recent erosion of its position under the pressures of transnational competition and the political forces of right wing reaction may open up new possibilities for transformative politics.

Gelber's highly readable and lively prose makes clear how this unique economic ritual survived into the industrial twentieth century, in the process adding a colorful and interesting chapter to the history of the automobile.

How the Automobile Changed History examines the automobile's start as a motorized

carriage, how it works, and its evolution into the world's principal method of transportation with significant cultural, industrial, and environmental influences. Features include essential facts, a glossary, selected bibliography, websites, source notes, and an index, plus a timeline and maps, charts, and diagrams. Aligned to Common Core Standards and correlated to state standards. Essential Library is an imprint of Abdo Publishing, a division of ABDO. Signatures of Landscape and Place Drive!

Car Culture in West Africa

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The Highway Experience in America
The Evolution from Horse to Automobile
Electrifying Visions
Technology, Experts, Politics, and Fascist
Motorways, 1922-1943

The main purpose of the eleven contributions to this volume is to reconsider and re-assess the role of cores and peripheries in shaping modern socio-technical systems. From this perspective they explore a terrain of highly complex systems mainly operating on the so-called Western model: Railways, telegraphs,

motor vehicles and airports were, in fact, all born in classic cores areas in the West and then spread out into the peripheries. The approach in itself is not new, but this volume has managed to bring out interestingly innovative elements and viewpoints. The contributors are not content with the traditional definitions of peripheries and flows, but tend to put them to the test, revise them and eventually offer critiques. The result is a tempering of the monolithic and traditional concept of a one-way transfer. No

longer, therefore, a simple and linear act of adoption, but a recourse to adaptation - changes in meaning, use and perception. The volume is a starting point for future explorations on the subject of science and technology studies and takes part in a wider discussion of globalisation, global and transnational history.

Little work has been done to explicate the motivational factors of agency, particularly in cases where an artifact initially deemed ineffective or superfluous becomes an

everyday necessity, such as the automobile at the turn of the twentieth century. Farmers saw it as a "devil wagon" but later adopted it for use as an all-around device and power source. What makes a social group change its position about a particular artifact? How did the devil wagon overcome its notoriety to become a prosaic mainstream device? These questions direct the research in this book. While they may have been asked before, author Imes Chiu (PhD, Cornell University) brings a different and refreshing approach to

the problem of newness. Preexisting practices and work routines used as explanatory devices have something interesting to say about diffusion strategies and localization measures. This innovative study examines the conversion of users. To understand the motivating factors in mass adoption, the study focuses on perceptions and practices associated with horses and motorcars in three different settings during three different periods. All three cases begin with the motorcar in the periphery: all three end with

it achieving ubiquity. This multiple-case design is used for the purpose of theoretical replication. Results in all three cases show that a contrived likeness to its competitor-the horse-contributed to the motorcar's success. The motorcar absorbed the technical, material, structural, and conceptual resources of the technology it displaced. This book, which includes several rare photographs, will be an important resource for those who wish to study the history of transportation and technology adaptation.

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"Mackey's contribution to the literature is unique. Instead of looking at how vice commissions targeted female prostitutes or the commerce supporting and surrounding them, Mackey concentrates on how men were scrutinized."--Jacket.

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,

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Canadians have lived with this automobile revolution, and all the consequences and permutations that it represents. Blending social, cultural and economic history, Dimitry 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.

Car Nation

The Routledge Companion to Automobile Heritage, Culture, and Preservation

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Designing Organizations for Learning and Communication

The Suburbanization of the United States

The Promise and Peril of America's Car Culture, 1900-1940

Criminal Law Reform, Defending Character, and New York City's Committee of Fourteen, 1920-1930

Nabokov in Motion

A fascinating look at the rise and growing popularity of the automobile during the first half of twentieth-

century America, which brought with it a dark undercurrent. On the one hand, Americans embraced the newfound sense of freedom and mobility embodied by the automobile; on the other, they grew increasingly anxious about and fearful of the enormous threat that cars--and car accidents--posed to public safety. 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.

There are so many books on so many aspects of the history of the United States, offering such a wide variety of interpretations, that students, teachers, scholars, and librarians often need help and advice on how to find what they want. The Reader's Guide

to American History is designed to meet that need by adopting a new and constructive approach to the appreciation of this rich historiography. Each of the 600 entries on topics in political, social and economic history describes and evaluates some 6 to 12 books on the topic, providing guidance to the reader on everything from broad surveys and interpretive works to specialized monographs. The entries are devoted to

events and individuals, as well as broader themes, and are written by a team of well over 200 contributors, all scholars of American history.

For more than a century cars have symbolized autonomous, unfettered mobility and an increasingly global experience. And yet, they are often used differently outside the centers of global capitalism. This pioneering book considers how, through the lens of the automobile, we can assess the

pleasures, dangers, and limits of global modernity in West Africa. Through new and provocative readings of famous plays, novels, and films, as well as recent popular videos, *Postcolonial Automobility* reveals the surprising ways in which automobility in the region is, at once, an everyday practice, an ethos, a fantasy of autonomy, and an affective activity intimately tied to modern social life. Lindsey B. Green-Simms begins with the

history of motorization in West Africa from the colonial era to the decolonizing decades after World War II, and addresses the tragedy of car accidents through a close reading of Wole Soyinka's 1965 postindependence play *The Road*. Shifting to screen media, she discusses Ousmane Sembene's *Xala* and Jean-Pierre Bekolo's *Quartier Mozart* and reviews popular, low-budget Nollywood films. Finally, Green-Simms considers how feminist texts rewrite

and work in dialogue with the male-centered films and novels where the car stands in for patriarchal power and capitalist achievement. Providing a unique perspective on technology in Africa—one refusing to be confined to narratives of either underdevelopment or inevitable progress—and covering a broad range of interdisciplinary material, *Postcolonial Automobility* will appeal not only to scholars and students of African literature and

cinema but also to those in
postcolonial and globalization studies.
The Automobile Age
Gargantua
Learning from Work

Peripheral Flows
The Cambridge World History: Volume 7,
Production, Destruction and Connection
1750-Present, Part 2, Shared
Transformations?
Manufactured Mass Culture

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.

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.

One hopes, as a new generation of electric vehicles becomes a reality, *The Electric Vehicle* offers a long-overdue reassessment of the place of this technology in the history of street transportation.

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.

Producing Hegemony

A History of Individuals and Ideas

Globalizing Automobility

Reader's Guide to American History

Modernity and Movement

Masculinity, Class and Technology in America

Signs in America's Auto Age

Goods made or designed in Italy enjoy a profile which

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far outstrips the country's modest manufacturing output. Italy's glorious design heritage and reputation for style and innovation has 'added value' to products made in Italy. Since 1945, Italian design has commanded an increasing amount of attention from design journalists, critics and consumers. But is Italian design a victim of its own celebrity? Made in Italy brings together leading design historians to explore this question, discussing both the history and significance of design from Italy and its international influence. Addressing a wide range of Italian design fields, including car design, graphic design, industrial and interior design and ceramics, well-known designers such as Alberto Rosselli and Ettore Sottsass, Jr. and

iconic brands such as Olivetti, Vespa and Alessi, the book explores the historical, cultural and social influences that shaped Italian design, and how these iconic designs have contributed to the modern canon of Italian-inspired goods.

Why has “ car society ” proven so durable, even in the face of mounting environmental and economic crises? In this follow-up to his magisterial *Atlantic Automobility*, Gijs Mom traces the global spread of the automobile in the postwar era and investigates why adopting more sustainable forms of mobility has proven so difficult. Drawing on archival research as well as wide-ranging forays into popular culture, Mom reveals here the roots of the exuberance, excess, and danger that define

modern automotive culture.

This first full-scale history of the development of the American suburb examines how "the good life" in America came to be equated with the a home of one's own surrounded by a grassy yard and located far from the urban workplace. Integrating social history with economic and architectural analysis, and taking into account such factors as the availability of cheap land, inexpensive building methods, and rapid transportation, Kenneth Jackson chronicles the phenomenal growth of the American suburb from the middle of the 19th century to the present day. He treats communities in every section of the U.S. and compares American residential patterns with those of Japan and Europe. In

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conclusion, Jackson offers a controversial prediction: that the future of residential deconcentration will be very different from its past in both the U.S. and Europe. A Companion to American Technology is a groundbreaking collection of original essays that analyze the hard-to-define phenomenon of “ technology ” in America. 22 original essays by expert scholars cover the most important features of American technology, including developments in automobiles, television, and computing Analyzes the ways in which technologies are organized, such as in the engineering profession, government, medicine and agriculture Includes discussions of how technologies interact with race, gender, class, and other organizing structures in

American society

Exuberance and the Emergence of Layered Mobility,
1900 – 1980

Crabgrass Frontier

Men in the Marketplace

An Illustrated History of Canada's Transformation

Behind the Wheel

Reinventing the Automobile

Automobility

Made in Italy

The Oxford Encyclopedia of American Social History is the first reference work to eschew a narrow focus on past presidents, intellectuals, military heroes, and other exhaustively studied and well-remembered persons, and instead examine the history of

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ordinary Americans. The more than 450 entries in the Encyclopedia examine our shared history "from the bottom up," with entries on the way automobiles shaped American lives, the westward movement of settlers and farmers in the eighteenth and nineteenth centuries, the transformation of work over time, the women's suffrage movement, counterculture, leisure activities, consumption patterns, voting habits, population movements, racial divides, and many more fascinating topics intended to help readers develop a richer framework for understanding the social experience of Americans throughout history.

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 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.

Autonomous State provides the first detailed examination of the

Canadian auto industry, the country's most important economic sector, in the post-war period. In this engrossing book, Dimitry Anastakis chronicles the industry's evolution from the 1973 OPEC embargo to the 1989 Canada–US Free Trade Agreement and looks at its effects on public policy, diplomacy, business enterprise, workers, consumers, and firms. Using an immense array of archival sources, and interviews with some of the key actors in the events, Anastakis examines a fascinating array of topics in recent auto industry and Canadian business and economic history: the impact of new safety, emissions, and fuel economy regulations on the Canadian sector and consumers, the first Chrysler bailout of 1980, the curious life and death of the 1965 Canada-US auto pact, the 'invasion' of Japanese imports and transplant operations, and the end of aggressive auto policy-

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making with the coming of free trade. More than just an examination of the auto industry, the book provides a rethinking of Canada's tumultuous post-OPEC political and economic evolution, helping to explain the current tribulations of the global auto sector and Canada's place within it.

Adopting the modernist master Vladimir Nabokov as its guide, Nabokov in Motion: Modernity and Movement is an exploration of the radically changing social, historical, technological, and literary culture of the early 20th century, a time when modes of communication and transportation, especially, were changing society in drastic and profound ways. Across seventy microchapters that are by turn serious, ironic, informative, and playful, and which take on topics such as automobiles, trains, airplanes, electricity, elevators, advertisements, telegraphs, and

telephones, Yuri Leving offers new ways to understand Nabokov, Russian literature, and technology, modernism, and world material culture. Nabokov's writings are analyzed against a broad context of prose and poetry and from the point of view of what Leving calls the poetics of urbanism in literature. Nabokov in Motion is a ground-breaking exploration of urban and material themes in literature and creates a complex and vibrant cultural fabric of which Nabokov is the master weaver.

Driving Modernity

The Technopolitics of Electric Cars in California and Sweden During the 1900's

Social Changes in the American South, 1909-1939

Henry Ford, George Selden, and the Race to Invent the Auto Age Car Troubles

Technology in America, third edition
Rethinking a Century of Italian Design

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

In the twenty-first century, we are continually confronted with the existential side of technology—the relationships between identity and the mechanizations that have become extensions of the self. Focusing on one of humanity's most ubiquitous machines, *Automotive Prosthetic: Technological Mediation and the Car in Conceptual Art* combines critical theory and new media theory to form the first philosophical analysis of the car within works of conceptual art. These works are broadly defined to encompass a wide range of creative expressions, particularly in car-based

conceptual art by both older, established artists and younger, emerging artists, including Ed Ruscha, Martha Rosler, Richard Prince, Sylvie Fleury, Yael Bartana, Jeremy Deller, and Jonathan Schipper. At its core, the book offers an alternative formation of conceptual art understood according to technology, the body moving through space, and what art historian, curator, and artist Jack Burnham calls “relations.” This thought-provoking study illuminates the ways in which the automobile becomes a naturalized extension of the human body, incarnating new forms of “car art” and spurring a technological reframing of conceptual art. Steeped in a sophisticated take on the image and semiotics of the car, the chapters probe the politics of materialism as well as high/low debates about taste, culture, and art. The result is a highly innovative approach to contemporary intersections of art and

technology.

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. 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.

Fordism and Architectural Aesthetics in the Twentieth Century

Pursuing Johns

Motoring

A Companion to American Technology

Transportation Engineering and Planning - Volume I

The Electric Vehicle

The Automobile in American History and Culture

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Reviews of the first edition: "The prose is almost flawless, and the writing never feels beleaguered...it is almost like the author enjoyed every topic and every page. Highly recommended. All collections"—Choice "A great starting point for any student of American automotive history and a worthwhile addition to a collector's bookshelf"—Autoweek "Fun, informative, and close to a prewar bull's eye!"—Prewar Auto Notes "Very worthwhile reading"—Hemmings Classic Car "This is an immensely useful work, especially for those of us who want an entertaining and provocative text for

our courses...provide teachers with a great opportunity to expand on the text in class...a valuable asset to any teacher who hopes to bring the automobile and automobility into the classroom"—Technology and Culture "Highly recommended"—Enterprise & Society "A deeply thought provoking study"—www.route66infocenter.com. Now revised and updated, this book tells the story of how the automobile transformed American life and how automotive design and technology have changed over time. It details cars' inception as a mechanical

curiosity and later a plaything for the wealthy; racing and the promotion of the industry; Henry Ford and the advent of mass production; market competition during the 1920s; the development of roads and accompanying highway culture; the effects of the Great Depression and World War II; the automotive Golden Age of the 1950s; oil crises and the turbulent 1970s; the decline and then resurgence of the Big Three; and how American car culture has been represented in film, music and literature. Updated notes and a select bibliography serve as valuable resources to those interested in automotive history.

Transportation Engineering and Planning is a component of Encyclopedia of Physical Sciences, Engineering and Technology Resources in the global Encyclopedia of Life Support Systems (EOLSS), which is an integrated compendium of twenty one Encyclopedias. The Theme on Transportation Engineering and Planning presents the readers with diverse sources of information and knowledge about transportation engineering and planning, to help ensure that informed actions are compatible with sustainable world development. It begins with a historical analysis of transportation development,

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since an understanding of how transportation technologies developed is a prerequisite for understanding issues involved in transportation systems, and for developing sound policy analysis. Next, the various chapters analyze transportation problems, discusses the state of public policy addressing those problems, considers the causes and effects of changes in demand for mobility as the socio-economic environment changes, and then deals with the fundamental questions related to transportation. These two volumes are aimed at the following a wide spectrum of audiences from the

merely curious to those seeking in-depth knowledge:
University and College students Educators,
Professional practitioners, Research personnel and
Policy analysts, managers, and decision makers and
NGOs.

The Epic Struggle for a Canadian Car Industry from
OPEC to Free Trade

Critical Studies of Automobility and Auto-Mobility
From Autos to Architecture

A Historical Perspective on Mobilities between Cores
and Fringes

Boys and Their Toys

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