

## **Newsletter December 2018**

**Editors:**

**Robin Kellermann, Dhan Zunino Singh**



## **International Association for the History of TRANSPORT, TRAFFIC & MOBILITY**

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### **Editorial**

Dear readers,

welcome to the December 2018 issue of the T<sup>2</sup>M newsletter!

With this issue we are glad to share news about our annual conferences (the past and future ones). There is a report on Montreal T<sup>2</sup>M Conference written by our Secretary, Etienne Faugier, who gives us an outlook of the event from his personal experience. Moreover, Victor Márquez offered us a "View from street" of the same city that reflects upon the context where the conference took place and the experience of our colleagues. Regarding our annual event, we are happy to announce that Paris will be the city for our next meeting and Paris I Panthéon-Sorbonne University will be the (prestigious) venue. Furthermore, in this issue you can find the Call for Paper of our next conference, which will be entitled "Mobilities and Materialities". This will be the second time that T<sup>2</sup>M will visit Paris for its annual meeting and it seems a promising event.

In his Presidential Letter, our President, Mathieu Flonneau, encourages us to link present political events with our academic work and to think about new challenges not only to write history but also to discuss about future mobilities.

As every year, the John Scholes Prize is now open. This a great opportunity for PhD students to write an essay about mobility history which can be awarded but also published in the Journal of Transport History.

New issues of the journals related to the T<sup>2</sup>M (Mobilities, Transfers, JTH, and HoSt, which features a special issue of railway history) have been launched recently. The tables of contents are included in our newsletter.

Finally, interesting books on theories, methodologies, and history of mobilities have been launched recently in different countries. We show four titles with depiction of the content to encourage readers to read them. We include a book on methods related to ethnography; a handbook on mobility studies for Latin America published in Spanish; a book on cinema and tourism from a mobility perspective; and an ethnography with women car-drivers.

We hope for (and expect) the collaborations of T<sup>2</sup>M members and other scholars in the wider field of mobility (history) to get involved in our newsletter.

So, please feel free to contact us anytime with news items by mailing to [newsletter@t2m.org](mailto:newsletter@t2m.org).

Have a happy read!

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## Presidential Letter by Mathieu Flonneau

**Our mission (if we accept it): facing and questioning the multiformal mobility crisis!**



"Paris, fall 2018: anarchy of personal locomotion in Paris, what's the real weight (economical and ecological) of such a free floating "light" system?"

Climate change and global warming are strongly linked to mobilities. Moreover, mobilities are strongly linked to social questions. Illustrating this relationship, we only have to take a look into France in autumn 2018, where the “yellow vests” movement is – besides others – triggered by a mobilities theme (fuel prices). The roots of this movement are a key aspect within the framework of the French Law of national orientation on the mobilities, that was presented in our previous editorial "Mobility I use to your name!".

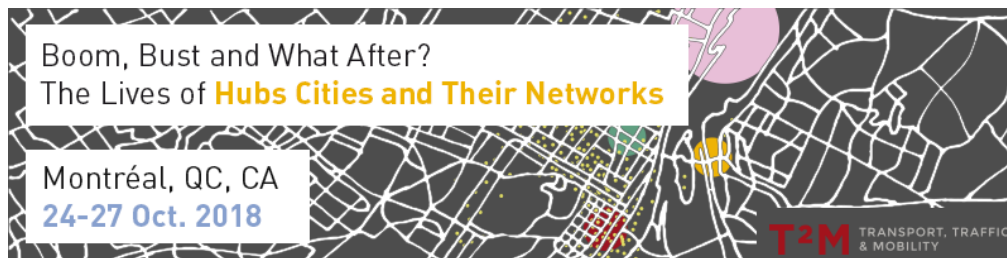
The mobility world is full of breaks, disruptions but also, of course, full of continuities. As specialists in the field of the human sciences (and not only the social sciences), it now seems time for us to register individuals’ “flesh” and everyday life experiences. In other words, we need to conceptualize the individual as the key focus of academic discussion.

Reality has a consistency and our annual conferences remind us of it. Our conference in Montreal as well as our upcoming 2019 conference in Paris reflect upon our continuous mission, certainly as scientists but also as citizens: Without taboo, paths dependencies and former coherence must be challenged!

At the end, to caricature hardly, it is a question of estimating the real weight of micromobilities like free floating electric scooters when the growth of needs for massive mobility are still exploding in the contemporary social history.

Furthermore, master narratives, urban legends and Western World bias have to be deconstructed. Instead, new lifestyles affecting mobilities need to be explored and well adjusted. In brief, eyes must be opened on the real costs and the possible risks, including those of social secession and mobility poverty.

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## Report on T<sup>2</sup>M 2018 Annual Conference

by Etienne Faugier

This year, T<sup>2</sup>M had the pleasure to go to North America, and especially to Montreal (Canada), for its annual conference. For those following us since a long time, we did come to the Americas in 2006, in Ottawa, to debate about environmental mobility.

For me, it was somehow a journey into the past. In 2006, I was a young MA student who began to understand how the research world worked and how big it was. As every French, I was barely able to speak English and I saw the T<sup>2</sup>M association as a huge network and it was difficult for me to grasp its end.

This year, in Montreal, the T<sup>2</sup>M conference had a distinct taste for several reasons. As I had had some experience with the Canadian university system during my doctorate, I was really looking for this meeting. Moreover, my position inside the association has highly changed: now, as the secretary but, before, as one of the T<sup>2</sup>M newsletter editors.



Maps of the origins of Participants to the T<sup>2</sup>M Conference

Although the number of participants was very low this year, the Local Organisation Committee (LOC) managed to create a great atmosphere during the conference. We felt very welcomed. The LOC, lead by Pierre Barrieau, has been very kind and friendly: a special thanks also to Govind, Genevieve, Xavier, Myriam, Alexander, Pauline. Some details were remarkable such as: the goodies, an aluminium bottle with T<sup>2</sup>M Montreal logo and another with the North American one. The latter was something that I observed from my several trips there. North Americans have the habit to bring their own bottle for coffee, tea, for example.

Another important aspect: the weather was good (no snow and no temperature below -5 !!). The University of Montreal, which hosted us, was located at the city centre but excursions like Mont-Royal Park allowed us to discover the city from a panoramic view.





Regarding the sessions, they were dynamic and interesting. They were carried out in English, as usual, but also in French as we were in a French-Canadian Province. I could notice that French sessions were less crowded than English ones; perhaps, a power-point presentation in English could have helped to get broader audience. Topics of panel sessions were diverse. A great panel dealt with Latin America at the turn of the 19th century and beyond, with a focus on mobility in Mexico City and Argentina's railways. Two sessions reflected about the future of mobilities such as smart cities and metropolitan express networks in Canada and the issue of self-driving cars with a philosophical and historical point of view. Two panels were devoted to rethinking mobilities dealing with some issues like freight distribution at night, bike sharing and traffic behaviour in various places. An interesting session pointed out cultural aspects such as museum exhibits, large transport objects, and online resources about mobility.



Apart from the panel sessions, two main events were fruitful: the hackathon and the banquet. The former was an event in which urbanism

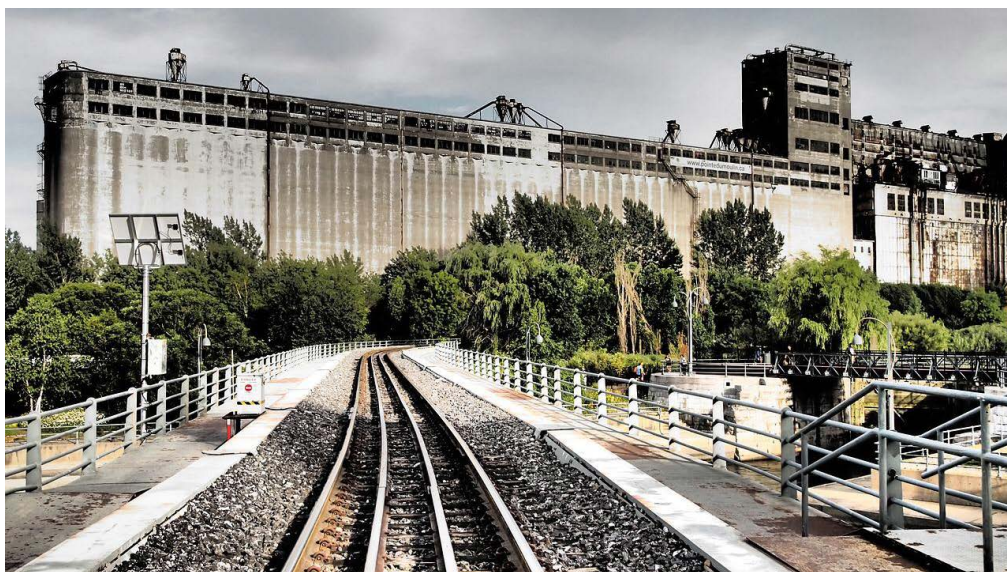


students had to discuss about Montreal Island mobility and suggest, during Thursday afternoon, some changes. They discussed with their professor and private actors such as Casino de Montréal. The banquet at the Casino was a great place to gather every participant. We were very welcomed by the Casino and the dinner was very good.



Some aspects could have been improved. For example, the absence of a keynote speaker didn't allow us to get a peek of Canadian issues about Mobility or about the conference's theme. That's something I'm eager to learn when I go to a T<sup>2</sup>M conference. Sure, we did learn about Bixie (bike sharing in Montreal), public transport accessibility, an interesting presentation about mobility in Western Canada from 1910 to 1960 or some projects about railways in Sherbrooke region. After this second conference on mobility and transportation in Canada, I hope to see more groups of researchers dedicated to this field in Canadian history.

To conclude, T<sup>2</sup>M conference was smaller than usual, but still interesting. The topics discussed bring important debates to the field of Transport and Mobility history. Thanks a lot to the LOC for their warm welcome. I have enjoyed the venue and the meeting.



**A stroll in Montreal**

## ***A street view by Víctor Márquez***

Don't expect European grandeur or Asian pomposity upon arrival. Both airport and train station facilities are just fair and functional infrastructures that reveal very few of what you are about to discover. Half cliché, half reality, there are two cities overlapping onto each other. On one hand, a splendid, radiant metropolis in the summer, where alternative and polluting mobilities dance in a graceful, rhythmic choreography of civility; on the other, a somber, cold, labyrinthine underground life of wintertime.

Public transport in Montreal is sharp, punctual and clean. It lives thanks to its chameleon-like adaptation to seasonal weather and its strong ties to massive retail facilities. One thing strikes the educated visitor: Why is there so much construction of flyovers and elevated roadways? Well, sad to say, builders back in the 1960s and 1970s could not predict the long run durability of reinforced concrete, specially under such brutal variation of temperatures. The roads rot, the concrete cracked and peeled.

The city is now under budgetary pressure, because Quebecois like to drive, a lot. When temperatures drop or when peak hour comes, the city grid and exits towards the suburbs, turn into an unpleasant, massive car jam. But we should not blame motorists for favoring the automobile; urban displacement on the public transport network always imply long walks –but below zero degrees, it turns almost impossible for disabled people, the elderly, families with young kids, etc.

Montreal, displays its national culture along its mobility net: the subway runs quietly, whispering its French origins; the bus system is proudly on time, remembering us its British genes; and, those cars, so American! But in the end what ties all together is Canadian openness to embrace others, turning Montreal into a living, cosmopolite hive that will keep changing in its own particular way. Moving here means pleasure, but make sure you bring a heavy coat with you!

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## **Call for Paper**

**Deadline: March 1, 2019**

# MOBILITIES AND MATERIALITIES

Building bridges between Past and Future T<sup>2</sup>M



Mobility clearly has a strong material dimension. In these times of demand for "fluid" mobility, "autonomous" and electric vehicles, shared transport, the physical infrastructure that underpins and makes mobility possible is subject to profound changes (borders of energy supply, route 2.0, etc.). Infrastructure networks and transport services have also undergone significant material transformations throughout the history of the long term/"longue durée" (macadam coating, steam engines, electrification...).

Generally, vehicles, equipments and infrastructures are considered separately in studies dealing with transport and mobility. However these infrastructures (roads, waterways, harbors, airport, bike paths...) are essential to the physical conditions of traffic in all modes of transport (coaches, cars, buses, boats, planes...). Looking at mobility from the perspective of material culture is a way of articulating these two dimensions and of approaching infrastructure and means of transport based on the most concrete and visible aspects.

In the 1960s and 1970s, the concept of material culture was an important heuristic tool, mobilized in particular by historians and archaeologists. Nowadays, this attention to material issues is being significantly renewed in different disciplines to understand the relationships that societies and individuals have with things and their social life. From manufacture to consumption, the function, appropriation and status of objects evolve over time and according to whoever handles them. This question of materialities is just as essential to the understanding of mobility and its technical, economic and social transformations.

The aim of this interdisciplinary conference is to deepen our understanding of these infrastructures and mobility ecosystems: their functions, the concerned actors, the spatial stakes, the logistical issues, the consequences of new supply chains, and what controversies and challenges they bring, with particular attention to their materiality.

Proposals for papers and sessions on one or more of the following topics will be strongly encouraged, although all contributions are welcome:

- Archaeological evidence of mobility
- Museum collections, displays and transportation heritage
- Connections between academic field and technical or economic stakeholders
- Innovation dynamics
- Mobility practices, social uses and consumption patterns
- Places for mobilities (infrastructures, gas station, fuel pump, refinery, terminal, drives in, signalling...)
- Worlds of objects (toys, advertising, tickets, costumes...)
- Duration and obsolescence
- Speed and slow mobilities
- Materiality and dematerialization...
- Tourism issues (travel guides, apps...)

This mobility history conference aims to bridge research approaches, welcoming proposals from different disciplines dealing with mobility studies (history, sociology, anthropology, geography, economy, planning studies, business history, architecture, design, communication, archaeology, etc.) We particularly encourage the submission of interdisciplinary panels or sessions.

#### **Deadline and submission Procedures**

Individual paper proposals must include an abstract in English (300 words max.) and a short 100/150-words biographical note (with indication of academic title or professional position, address and e-mail address).

For a panel session, please send a general presentation for the panel (300 words), an abstract of each paper (300 words maximum) and a short 100/150-words biographical note for each speaker.

Special attention with a session regarding practices of mobility teaching and poster sessions will be appreciated.

**Deadline for proposals for papers and sessions: March 2019, 1<sup>st</sup>**

**Letter of acceptance: May 2019, 1<sup>st</sup>**

Once an abstract or panel has been accepted, there will be a strict deadline for conference registration and **full payment at least three months prior to the conference** in order to appear on the program.

#### **Travel grants and Awards**

T2M offers a number of travel grants for young scholars from developing countries, who are heartily welcome to apply. T2M has also a long tradition of “best-paper” awards.

All proposals must be submitted on the website : <https://t2mparis2019.sciencesconf.org/>

Information email address : [submissions@t2m.org](mailto:submissions@t2m.org)

#### **Contacts (Local Committee)**

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## John Scholes Prize 2019



The John Scholes Transport History Prize Competition for 2019 is open, with a deadline for submissions of **2 August 2019**.

The prize, which carries a cash recognition (200 Euros) & £150 of vouchers to spend with SAGE, is awarded annually to the writer of a publishable paper based on original research into any aspect of the history of transport and mobility. The prize is intended to recognise budding transport historians. It may be awarded to the writer of one outstanding article, or be divided between two or more entrants. Typically, the prize is awarded for research completed as part of a PhD.

Publication in the *Journal of Transport History* will be at the discretion of the Editor and subject to the normal refereeing process.

The prize is named in memory of John Scholes, the first Curator of Historical Relics at the British Transport Commission. The prize is funded by the International Association for the History of Transport, Traffic and Mobility (T2M – [www.t2m.org](http://www.t2m.org)) and SAGE, publishers of the *Journal of Transport History*.

Entry is limited to researchers who, at the time of submission, are not yet in or have just commenced a permanent / tenured academic (or equivalent) position, and who are just starting to publish research.

Essays (in English, double-spaced) should not exceed 8,000 words (including footnotes). Sources must be documented fully. Entries must be submitted electronically, to arrive no later than **Friday 2 August 2019**.

They must not bear any reference to the author or institutional affiliation. Senior scholars will judge entries against criteria of originality, thoroughness and excellence of argument, source use, composition and illustration. The process is 'double-blind'. The judges will not enter into correspondence.

A cover letter and a one-page CV must demonstrate eligibility for the prize. Entries for the prize should be sent to the *JTH* Editor at [jth.editor@gmail.com](mailto:jth.editor@gmail.com). The subject line of the message must read 'John Scholes Prize entry 2019'. In the body of the message please indicate how you found out about the prize.



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## John Armstrong Prize Announcement 2019

Professor John Armstrong, who died in February 2017, left a legacy to the British Commission for Maritime History. In discussion with John's widow, Pamela, the BCMH has decided to use the legacy to establish an annual prize of £250 in his memory. The John Armstrong Prize will be awarded for the best article in the field of maritime economic history published in any peer-reviewed scholarly journal the previous year. In judging entries, particular note will be taken of John's academic interests, which encompassed coastal shipping, coastal trade and the rise and importance of steam navigation.

The first award of the John Armstrong Prize will be for an article published in 2018. Nominations are invited *from journal editors, as well as Trustees and Fellows of the British Commission for Maritime History*. An electronic copy of the submitted article must be received by the BCMH Treasurer, Dr Roy Fenton, [roy@rfenton.co.uk](mailto:roy@rfenton.co.uk) no later than **31st March 2019**.



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## Latest Journal Articles

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### The Journal of Transport History

Vol. 39, No.3, December 2018

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Editorial

## Research articles

### **The walking stick in the nineteenth-century city: Conflicting ideals of urban walking**

*Peter K. Andersson*

### **On the Vienna Corso: Changing street use and street design around the Vienna State Opera House 1860–1949**

*Carmen Gruber, Kathrin Raminger, Takeru Shibayama and Manuela Winder*

### **The risk of pioneering: Private interests, the State, and the launching of civil aviation in Sweden. The case of SLA 1918–23**

*Kristina Lilja and Jan Ottosson*

### **Flying to the Emirates: The end of British Overseas Airways Corporation's service to Dubai and Sharjah in 1947**

*Nicholas Stanley-Price*

### **The implementation and development of narrow-gauge railways in Portugal as a case of knowledge transfer (c. 1850–c. 1910)**

*Hugo S. Pereira and Bruno J. Navarro*

### **Media and mobility: Two fields, one subject**

*James Miller*

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## Book reviews

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### **John Scholes Transport History Research Essay Competition, 2019**

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### **John Armstrong Prize Announcement – 2019**

Editor: Massimo Moraglio (Technische Universität Berlin, Germany)

Email: [massimo.moraglio@tu-berlin.de](mailto:massimo.moraglio@tu-berlin.de)

Publisher Page: <http://journals.sagepub.com/home/jth>

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## Mobilities

Vol. 13, No.6, 2018

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## Research articles

### **‘Walking out’: the mobilities of love**

*Lynne Pearce*

### **Mundane intermodality: a comparative analysis of bike-renting practices**

*Daniel Normark, Franck Cochoy, Johan Hagberg & Hélène Ducourant*

### **Examining the rhythms of ‘urban elements’ on walking and driving routes in the city**

*Jani Tartia*

### **Rhythms of urban space: skateboarding the canyons, plains, and asphalt-banked schoolyards of coastal Los Angeles in the 1970s**

*Lorne Platt*

### **Parent–child mobility practices: revealing ‘cracks’ in the automobility system**

*Arlene Tigar McLaren*

### **Grasping the meaning of integration in an era of (forced) mobility: ethnographic insights from an informal refugee camp**

*George Mavrommatis*

### **Negotiating the ground: ‘mobilizing’ a divided field site in the ‘post-conflict’ city**

*Bree T. Hocking, Brendan Sturgeon, Duncan Whyatt, Gemma Davies, Jonny Huck, John Dixon, Neil Jarman & Dominic Bryan*

## **The journey of Central American women migrants: engendering the mobile commons**

*Carla Angulo-Pasel*

## **Urban nomadism: everyday mobilities of waste recyclers in Beijing**

*Carlo Inverardi-Ferri*

## **Everyday knowledge on the move: dynamic process and micro politics of the transfer of *Guangchang wu***

*Jingfu Chen & Ningning Chen*

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### **Editors**

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**Publisher Page:** <http://www.tandfonline.com/toc/rmob20/current>

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## **Transfers**

## **Interdisciplinary Journal of Mobility studies**

Vol. 8, No.2, 2018

### **Editorial**

*Peter Merriman*

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### **Articles**

#### **“Two Wheels Bad”?: The Status of Cycling in the Youth Hostels Association of England and Wales in the 1930s**

*Michael Cunningham*

#### **Diverse Driving Emotions: Exploring Chinese Migrants’ Mobilities in a Car-Dependent City**

*Sophie-May Kerr, Natascha Klocker and Gordon Waitt*

#### **Micromobility, Space, and Indigenous Housing Schemes in Australia after World War II**

*Katherine Ellinghaus and Sianan Healy*

#### **Keep Moving, Stay Tuned: The Construction of Flow in and through Radio Traffic Reports**

*Marith Dieker*

#### **Mobile Lives, Immobile Representations**

*Raili Nugin*

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### **Ideas in Motion**

#### **The Contribution of Car Sharing to the Sustainable Mobility Transition**

*Emma Terama, Juha Peltomaa, Catarina Rolim and Patrícia Baptista*

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### **Mobility and Art**

#### **DEADARTIST.ME: An Experiment with Networks and Traps**

*Olga Lukyanova and André Mintz*

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### **Museum Review**

#### **The “Mangle” of Human Practice: Museu do Amanhã’s Artistic Staging as a Socioscientific Narrative on Climate Change**

*Rodanthi Tzanelli*

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### **Book Reviews**



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New Chief Editor: **Dagmar Schäfer** (Max Planck Institute for the History of Science)

Publisher Page: <http://journals.berghahnbooks.com/transfers>

## HoST - Journal of the History of Science and Technology

Vol. 12, No.1, September 2018

**Opening essay "The Evolution of Knowledge: Rethinking Science in the Anthropocene"**

*Jürgen Renn*

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### Special issue: Insights and Perceptions of Railway History

**Introduction – New Insights and Perceptions on Railway History**

*Hugo Silveira Pereira*

**The Transfer of Railway Technologies and Afro-Asian Labor Processes within the British Empire**

*Ian J. Kerr*

**Colonial Railways and Conflict Resolution Between Portugal and the United Kingdom in Africa (c. 1880–early 1900s)**

*Hugo Silveira Pereira*

**The Transport Revolution on Land and Sea: Farming, Fishing, and Railways in Great Britain, 1840-1914**

*Robert M. Schwartz*

**Railway Towns: a Long-term Global Perspective**

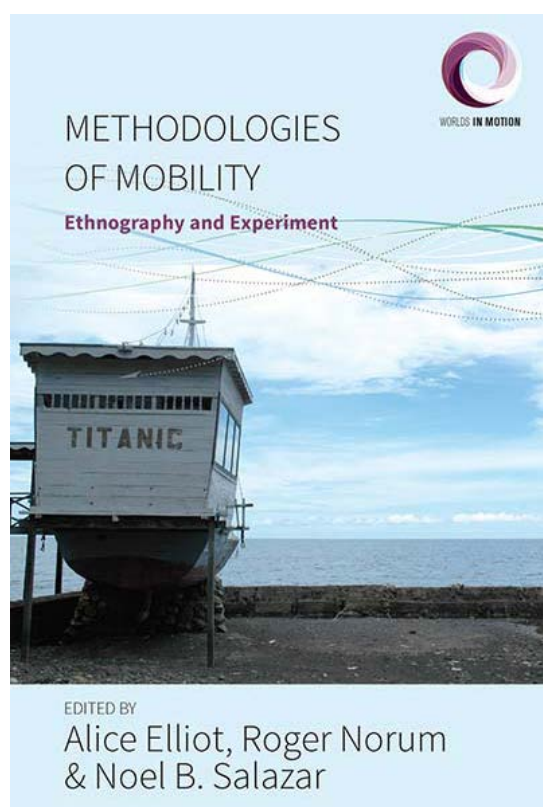
*Domingo Cuéllar*

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### Book reviews

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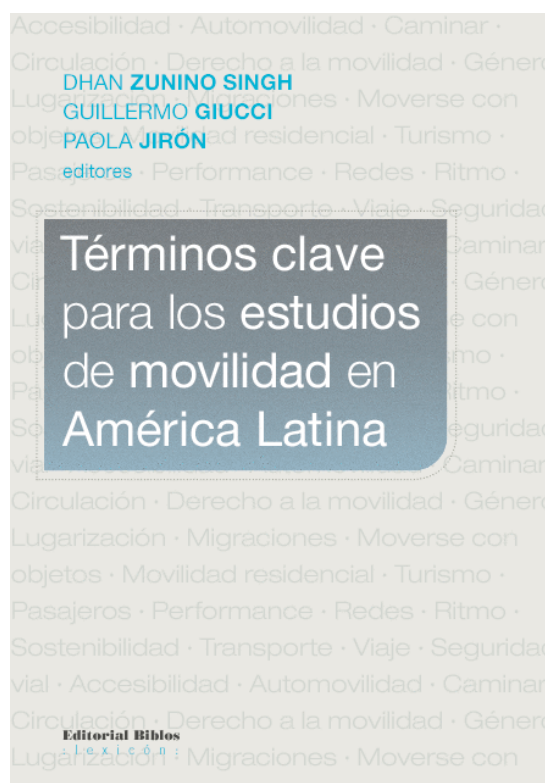
## Book Launch



Research into mobility is an exciting challenge for the social sciences that raises novel social, cultural, spatial and ethical

questions. At the heart of these empirical and theoretical complexities lies the question of methodology: how can we best capture and understand a planet in flux? *Methodologies of Mobility* speaks beyond disciplinary boundaries to the methodological challenges and possibilities of engaging with a world on the move. With scholars continuing to face different forms and scales of mobility, this volume strategically traces innovative ways of designing, applying and reflecting on both established and cutting-edge methodologies of mobility.

**Berghahn Books has a special offer to purchase this title at a 25% discount for T2M members. Email to [secretary@t2m.org](mailto:secretary@t2m.org) for more information.**



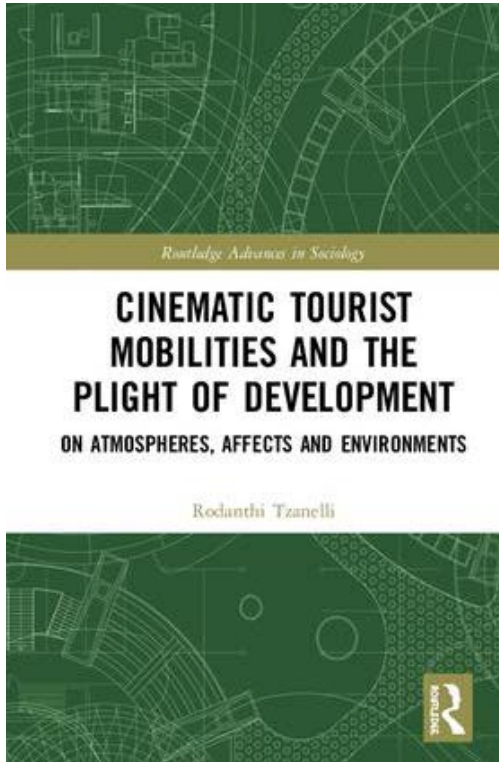
If 'all that is solid melts into air', it is in large part because movement has become the organizing principal characteristic of modern times. The multiplicity of expressions that mobility adopts, including the immobile infrastructure that supports it, suggest that we inhabit a world in flux, made up of inter-spaces where groups of people, objects, and ideas converge and disperse with great rapidity. How can we understand the actual trajectories, movements, and directions of these movements? What do the 'mobilities turn' and the 'consciousness of a mobile world' mean, and how do they help us better to make sense of our condition as mobile subjects?

This handbook, the first of its kind to appear in the Spanish language, seeks to provide some preliminary answers to these questions, particularly in the context of contemporary mobilities in Latin America. A collaborative effort from a diverse group of researchers, largely from Latin America itself, but also including scholars based in Europe and North America, the handbook invites readers to enter the field of mobilities through twenty two terms, which deploy, combine, and develop approaches from a range of disciplines including sociology, anthropology, history, geography, architecture, engineering, and literature, and engage with current scholarship in urban studies, transport, the environment, migration, and tourism. This selection is a pertinent approximation that offers a roadmap of concepts, debates, themes, and phenomena around mobility.

**Keywords:** accessibility and daily mobility, aeromobility, automobility, walking, circulation, right to mobility, gender, immobility, placing in motion, migration, moving with objects, children mobility, residential mobility, mobility and tourism, passengers, performance, networks, rhythm, road safety, transport, sustainable transport, travel

[click here to get it in amazon](#)

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It is said that movies have encroached upon social realities creating tourism enclaves based on distortions of history and heritage, or simulations that disregard both. What localities and nation-states value are discarded, suppressed, or modified beyond recognition in neoliberal markets; thus flattening out human experience, destroying natural habitats in the name of development, and putting the future of whole ecosystems at risk.

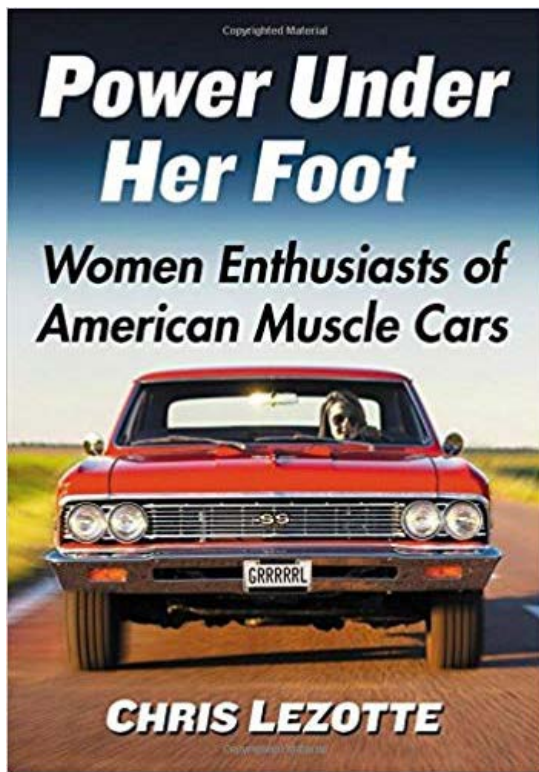
Without disregarding such developmental risks *Cinematic Tourist Mobilities and the Plight of Development* explores how, en route to any beneficial or eco-destructive development, film tourist industries co-produce atmospheres of place and culture with tourists/film fans, local activists, and nation-states. Drawing on international examples of cinematically-induced tourism and tourismophobic activism, Tzanelli demonstrates how the allegedly unilateral industry-driven 'design' of location stands at a crossroads between political structures, systems of capitalist development, and resurgent localised agency.

With an interdisciplinary methodological and epistemological portfolio connected to the new mobilities paradigm, this volume will appeal to scholars, students, and practitioners interested in tourism, migration, and urban studies in sociology, anthropology, geography, and international relations.

[get it here](#)

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Since its introduction in 1964, the fast, loud, and powerful American muscle car has served as a site for the production and performance of masculinity. Not surprisingly, women's participation in muscle car culture has traditionally been limited to that of passenger or spectator. However, the twenty-first century has witnessed a marked increase in female muscle car owners and drivers. Aging baby-boomer women can be often found exhibiting classic muscle cars at local car events. And while the newest generation of muscle cars continue to be marketed to men, women in their 30s and 40s and beyond can often be spotted [and heard] driving to work in modern Mustangs, Camaros, and Challengers.

*Power Under Her Foot: Women Enthusiasts of American Muscle Cars* is an ethnographic project that calls on the automotive experiences of 88 muscle-car-owning women. It offers first-hand accounts of the passion, involvement, attachment, connections, influence, and empowerment the automobile contributes to women's lives. The focus on a specific category of vehicle – the American muscle car – brings attention to how the longstanding association of powerful cars and masculinity has served to limit women's car use, impede women's recognition as legitimate car enthusiasts, and reinforce gender stereotypes about the woman driver. Developed from conversations with women who own and drive all generations of muscle cars – classic cars, modern cars, and generations in between - this project acknowledges that not all women are interested in cars for practical reasons; that women's relationship to cars differs from but is not less than that of men; that fast and powerful cars are not the sole province of male drivers; that women have the means and ability to challenge gender stereotypes through car use; and that women view muscle car ownership as an important contributor to their identity, relationships, and quality of life. As it examines women's participation in muscle car culture through the lenses of material culture theory and conservative feminism, this project uncovers the unique meanings women attribute to the automobile and explores how traditional women negotiate membership in what has long existed as a masculine fraternity. And perhaps most importantly, *Power Under Her Foot* brings attention to a subject often missing from automotive scholarship: the woman driver.

[get it here](#)

**Our Institutional Members:**

Our newest Institutional Member is **The ArtCenter in Pasadena, California** and its intriguing Undergraduate and Graduate Programs in Transportation Systems and Design. [Learn more about the ArtCenter here.](#)



We also thank the **Danish Railway Museum** for their continued support as yearlong T2M institutional member.

[Learn more about the Danish Railway Museum here.](#)



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